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Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, July 21, 1866.

Mississippi and Missouri Railroad.

We learn from the Davenport (Iowa) Gazette that the foreclosure of the Mississippi and Missouri Railroad mortgages, as decreed by the United States Supreme Court, was completed on the 9th inst., under the superintendence of Thos. F. Witherow, Master in Chancery. The sale took place at ten o'clock, at the Court House, and was largely attended, there being at least a hundred persons present. The road was sold in divisions. The first Division, consisting of the road between Davenport and Iowa City, and Wilton Junction and Muscatine, together with all the rolling stock, shops, &c., started the sale. The first bid was \$800,000, by Mr. E. Cook, who represented the Chicago and Rock Island and Pacific Railroad Company. Mr. John Elliot, of New York, bid \$900,000. Mr. Cook then bid \$1,000,000, at which figure it was struck off.

The Oskaloosa Division, from Muscatine West, was next offered for which Mr. Cook bid \$300,000, and got it.

The next offered was the lands granted to the M. & M. R. R. by the United States, estimated at

about 475,000 acres, was knocked off to Mr. Cook for \$200,000.

The last offered was the Western Division of the road, from Iowa City West. This sold for \$600,000, Mr. Cook's bid. Making the whole purchase money \$2,100,000. The only competition beside that noticed for the First Division was upon one quarter section of the land, which was started at \$1 per acre by a gentleman from Polk County, and it was run up to \$3 per acre, and struck off to Mr. Cook.

The Canadian Canals.

In discussions, debates and reports, many mis-statements occur in relation to the extent, size and capacity of the main line of traffic from the head of Lake Superior to the seaboard, through the Canadian Canals. The facilities offered by this route, described in detail, may not at this time be uninteresting.

The distance in statute miles from Fond du Lac, at the head of Lake Superior, to the head of tide water in the St. Lawrence River, at "Three Rivers," is 2,385 miles; and from the head of tide water to Liverpool via Belle Isle and Malin Head, north of Ireland, 2,234 making the total distance from head of Lake Superior to Liverpool 4,619 statute, or 4,017 geographical miles, made up in detail, as follows:

	Miles.
Fond du Lac to Sault St. Marie Canal....	397
Length St. Marie Canal.....	1
From St. Marie Canal to Welland Canal....	625
Length Welland Canal.....	28
Welland to Galaps Canal.....	236 3/8
Length Galaps Canal.....	7 3/8
Galaps to Rapide Plat Canal.....	4 1/2
Length Rapide Plat Canal.....	4
Rapide Plat to Farran's Point Canal.....	10 1/8
Length Farran's Point Canal.....	3 3/4
Farran's Point to Cornwall Canal.....	5
Length Cornwall Canal.....	11 1/2
Cornwall to Beauharnois Canal.....	32 3/4
Length Beauharnois Canal.....	11 1/4
Beauharnois to Lachine Canal.....	15 1/4
Length Lachine Canal.....	8 1/2
Lachine to Head Tide Water (3 Rivers) ..	86
Head Tide to Straits of Belle Isle.....	900
Straits Belle Isle to Malin Head, north of Ireland.....	2,013
Malin Head to Liverpool.....	221
Total.....	4,619

Of the 4,619 miles, 71 1/2 is canal, 1,258 lake, 1,056 bay and river, and 2,234 ocean navigation. The total distance in statute miles from Fond du Lac to Liverpool via the Erie Canal and New York City is 4,546 miles. Of this distance 351 miles is canal, 1,022 lake, 150 river, and 3,023 miles of ocean navigation. Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at "Three Rivers." The size and capacity of canals on the main line to the seaboard on the Canadian route are as follows:

SAULT ST. MARIE CANAL.—This is an American work, and connects Lake Huron with Superior. It is 1-17 miles long with 18 feet lockage. The locks are 350 feet in length between quoins, 64 feet wide, with 12 feet depth of water on the sill, capable of passing vessels of over 900 tons burthen.

WELLAND CANAL.—The length of main line is 28 miles, with a feeder 21 miles long. There are 27 locks upon the main line, 3 of which are 200 feet in length and 45 feet wide, and the remaining 24 are 150 feet long, 26 1/2 feet wide with 10 1/2 depth of water on sills. From the last Canadian report this canal has cost \$4,855,141. It is now in process of enlargement, doubling the sectional area and capacity of locks. The total rise of lockage is 380 feet. Its present capacity will pass vessels of 400 tons, and when enlarged nearly 700 tons burthen. Present size of vessels 142 1/2 feet long, 26 1/4 wide with 10 feet draught. Twelve miles of the Lake Erie level is enlarged. The original size of prism of 26 feet in bottom has been increased to 50 feet and the depth 2 feet.

The following are the amounts of toll, collected:

In 1860.....	\$165,220	In 1863.....	\$225,442
In 1861.....	229,769	In 1864.....	.....
In 1862.....	271,385	In 1865.....	.....

The construction of this canal was commenced in 1818. Navigation opens between March 25, and April 15, and closes between Dec. 12th and 15th.

ST. LAWRENCE CANALS.—The Canals of this river are: The Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat and Galaps Canals. The dimensions and capacity of each are embraced in the following statement. Navigation opens between May 1st and 15th, and closes about Dec. 15.

CANAL.	Length in miles.	No. of locks.	Length in the clear.	Width in the clear.	Depth of water on sills.	Feet lockage.	Width of bottom.	Depth of water.	Tonnage of vessels.
Lachine Canal.....	8½	5	200	45	9&10	44½	50	9½	600
Beauharnois Canal.....	11½	9	200	45	9	82½	50	9½	600
Cornwall Canal.....	11½	7	200	15	9	48	50	9½	750
Parsons Point Canal.....	¾	1	200	45	9	4	50	9½	600
Rapide Plat Canal.....	4	2	200	45	9	11½	50	9½	600
Galopie Canal.....	7½	5	200	45	9	15¾	50	9½	600
Totals and av.....	48¾	29	200	45	9	206½	50	9½	600

THE LACHINE CANAL passes around the St. Louis Rapids. It forms the eastern section of the St. Lawrence Canal, terminating at Montreal the head of ocean navigation. The depth of water on the sills of the three upper locks are 9 feet, and 16 feet on the two lower, which were constructed for this depth to accommodate the shipping. Its construction cost \$2,125,554, to July 1st, 1865.

BEAUHARNOIS CANAL.—This canal is on the south side of the river and next above the Lachine. It lies at the foot of Lake St. Francis, and passes around the rapids of Coteau, Cedars and Cascade. This canal cost, July 1st, 1865, \$1,598,353.

CORNWALL CANAL.—This is the largest of the St. Lawrence series, being nearly double in width of prism of those above, and ¼ larger than those below. Its construction cost \$467,150. The remaining canals of the St. Lawrence series cost in the aggregate \$1,320,536.

THE CHAMPLAIN ROUTE VIA CANADIAN CANALS.—This third line of navigation extends from Sorel, a point 46 miles below Montreal, and 114 above Quebec, through the American Canals and Hudson River to New York. The canals on this route are the St. Ours and Chambly, the Champlain and a portion of the Erie Canal. The total length of canal navigation between Montreal and New York is 85 miles, and the total lockage 283 feet. The total distance from Montreal to New York via this route is 456 miles as follows:

	Miles.
Montreal to Sorel	46
Sorel to St. Ours Lock	14
St. Ours Lock to Chambly Canal.....	32
Chambly Canal.....	12
Chambly Canal to Province Line.....	28
Boundary Line to Champlain Canal	111
Champlain Canal to its junction with the Erie. 64	
Erie Canal to Albany	9
Albany to New York	145

Total 456
The dimensions of St. Ours Lock is 200 feet between quoins, 45 feet wide and 7 feet depth water on sill. The rise of lockages is 5 feet. This lock

and dam retain the water of Richelieu River, and give an increased depth, as far as the lower entrance into the Chambly.

CHAMBLY CANAL.—The length of this canal is 12 miles, has nine locks 122 feet between quoins, 23½ feet wide with 7 feet depth of water on the sills. It overcomes a fall of 74 feet in the Richelieu River between St. Johns and Chambly Basin. Boats of 230 tons pass this canal. The Canadian reports strongly recommend the enlargement of this canal so as to bring the large class of vessels from Chicago into Lake Champlain.

The total distance in statute miles from Fond du Lac to Liverpool via Champlain Canal is 4,882 miles. Of this 168¾ is canal, 1,641 river and lake, and 3,023 miles of ocean navigation.

CHAMPLAIN CANAL.—This canal from its junction with the Erie to Whitehall is 64 miles. The summit level is 150 feet above tide, making the ascent from the Erie 125¼ feet, and descent to Lake Champlain 56½. The former elevation is overcome by 13 locks, and descent by 7 locks. The unenlarged portion of the prism is 28 feet on bottom, with 4 feet depth of water, and the locks 97 between quoins and 14 feet wide, capable of passing boats of 80 tons. This canal is now under process of partial enlargement to 35 feet width at bottom and 5 feet depth of water, and the locks to 110 feet between quoins and 18 feet wide, capable of passing boats of 120 to 130 tons.

THE RIDEAU CANAL.—This canal is 126¾ miles long, and extends from Ottawa City to within 6 miles of Kingston connecting the Ottawa River with the lower end of Lake Ontario at a point above the rapids of the St. Lawrence. It has 47 locks 134 feet between quoins, 32 feet wide and 5½ feet of water on the sills. The total lockage is 446¼ feet, and capable of passing boats of 250 tons.

The Canadians, to control the commerce of the west, are agitating the construction of a canal via French Creek and Ottawa River at an expense of 24 million dollars, of capacity to pass the largest class of lake vessels. The following shows the distance saved from Chicago to Montreal:

Chicago to Montreal via Welland Canal 1,348 miles and 196 hours.

Chicago to Montreal via Toronto and Georgian Bay 1,050 miles and 176 hours.

Chicago to Montreal via French and Ottawa Rivers 980 miles and 152 hours.

Making a saving on the first route of 368 miles and 44 hours, and on the second of 70 miles and 21 hours.

From Chicago to New York via Welland Canal, 1,721 miles.

Chicago to New York via Toronto and Georgian Bay, 1,423 miles.

Chicago to New York via Ottawa and French Rivers, 1,353 miles.

In estimating the time, a speed of eight miles an hour through lake and river, 3 miles on canal, and allow 1½ minutes for each foot of lockage. The total lockage on first route is 535 feet to Montreal, 805 on the second, and 698 feet on the Ottawa and French River route. The estimated saving per ton on cost of transportation from Chicago to Montreal via the Welland Canal route at 87 cents, and second route 38 cents, making the total net cost over last route 32.89 per ton—2½ mills per ton per mile.

Tennessee and Alabama Central Railroad.

The Department of the Interior has received an official certificate from the Governor of Alabama in regard to the Tennessee and Alabama Central Railroad, to the following effect: The road is completed for a distance of eighteen and one half miles, and the cars have been running over the road for two years. That portion of the road which is completed starts from a point on the Alabama and Tennessee River Railroad known as "Lime Station," and extends beyond the Cahawba River in the direction of Ebytur, in Jefferson County. In addition to this line of eighteen and one-half miles, there is a branch road two miles in length, which touches several coal pits, and over this branch the cars have been running two years.

From the point to which the cars run on the main trunk line beyond the Cahawba River, the road is graded to Elyton, a distance of eleven and one-half miles. The road is also graded at different places in Megan County. These gradings made in the aggregate a distance of about ten miles. The original grant in June, 1856, limited the time for the completion of the road to ten years, but in consequence of the inability of the company to continue the work during the war, the company desires to obtain an extension of time for completion.

Cleveland, Columbus and Cincinnati R. R.

The earnings and expenses of this road for the years ending December 31, 1864 and 1865, have been as follows:

Earnings:	1866.	1865.
From passengers.....	\$808,423 90	\$974,220 34
" freight.....	1,394,683 22	1,120,451 68
" express.....	37,983 97	55,275 95
" mail.....	31,243 00	31,243 00
" rents.....	84,808 14	81,837 05
" Berea Br. track	2,226 84	2,883 44
" mileage of cars	7,210 70	10,972 58
" interest and div.	46,182 93	.....
" Division of earn- with L. M. & C. & X. Rail- road Co.'s.....	.....	37,739 73
" miscel. sources.	6,585 09	3,603 73
Dividends Bellefontaine R. W. stock..	.....	67,905 00
	\$2,499,347 79	\$2,386,132 50

Expenses, viz:	1866.	1865.
Transportation exp....	\$402,873 93	\$428,778 78
General expenses.....	34,896 64	27,623 75
Repairs of track.....	375,493 34	491,827 21
" locomotives	90,131 87	133,178 17
" cars.....	89,681 48	109,305 98
" buildings.....	33,428 10	94,233 75
" bridges.....	8,930 74	34,523 58
" fences.....	3,609 57	8,821 59
Fuel.....	146,600 23	157,063 82
Damages and gratuities	56,701 87	38,343 78
Oil and waste.....	17,931 44	19,587 77
Telegraph expenses...	4,905 94	7,334 16

	\$1,264,185 20	\$1,550,622 29
Net earnings.....	\$1,235,162 59	\$835,510 21
Duties and taxes.....	\$172,304 64	
Interest.....	26,506 84	
	198,811 48	
Net over all expenditure.....	\$836,698 73	
Dividend Aug. 1, 1865, 5 per cent.....	\$299,800 00	
Dividend Feb. 1, 1866, 5 per cent.....	299,835 00	
	599,635 00	

Balance..... \$37,063 73

Compared with the preceding year, the gross income of 1865, shows a decrease of \$118,215 29; with an increase in working expenses of \$286,487 09. The entire expenditures show an increase of \$151,330 21. The total expenditures are 73 per cent. of earnings. In 1864 they were 63.9 per cent.

The increase in transportation and general expenses is mainly due to increase of wages in the freight and passenger service. The increase in expenses for maintaining track is due to large renewals of iron in new rails and re-rolling. The amount and cost of material used in track repairs during the year is as follows:

800 tons new rails.....	\$86,869 89
4,428 tons re-rolled rails.....	212,297 32
1,151 repaired rails.....	9,717 73
83,602 new cross ties.....	38,950 05
159,767 lbs. joint chairs.....	12,105 30
378,984 lbs. iron joint splices.....	25,600 99
109,120 lbs. joint bolts and nuts.....	11,299 45
221,840 lbs. spike.....	15,386 06
Frogs and switches.....	8,500 00

In addition to new rails in above statement, twenty-seven gross tons imported steel rails, costing \$5,715 87, were laid in track near Cleveland, and charged track repairs. Included, also, in repairs, is \$38,036 04 for graveling track during the year. About 1,000 feet additional side track was put in at Shiloh Station. The condition of the track at the close of the year, was greatly improved over the corresponding period of 1864.

The renewals and repairs to bridges, were more extensive during the year than for several years past. The two swing bridges over the Cuyahoga, at Cleveland, were extensively repaired. A new "Howe Truss" wooden bridge was built over the Olentangy, at Delaware, 4 spans, 67½ feet each, and two new stone piers added. A stone culvert over Wellington Creek, 30 feet arch; one of same span over the Black River, at Rochester, and also one of same span over the Whetstone, near Galion, were put in during the year. About 950 perches stone masonry were also put into culverts and abutments on the branch.

The item of \$94,233 75, for repairs and renewals of buildings, was for this company's proportion of expenditure for the new Union Passenger depot in Cleveland, and for general building repairs.

The number of locomotives was not increased, but the severe strain upon the limited number for the last three years, rendered a general system of repairs absolutely necessary. The long continued cold weather of the winter of 1864, also contributed largely to the necessity for extensive repairs. Two locomotives were rebuilt with new boilers, and three new boilers nearly completed to replace others. Seven new tanks, with frames and trucks complete, were also built to replace others old and worn out.

Fuel account was increased \$10,463 54. The consumption being 36,884 cords of wood, and 3,400 tons of coal.

Four new first class passenger cars, and one new baggage car, were placed on the road in June, built in the company shops, and charged to repairs. Four more first class cars for the spring business of 1866, were nearly completed at the close of the year. Three passenger cars were broken up, being unfit for repairs. The equipment is in general good order. Thirteen house cars were broken up, and three new ones built. Five platform cars were also broken up, and not replaced. Ten new stock cars were built to replace a like number broken up, unfit to repair. The cost of the new work is included in the general repair account. The repairs were thorough, and the freight equipment is in good condition.

The equipment of the road consists of 44 locomotives, 24 first class and 4 second class passenger cars, 3 mail and express, 7 baggage, 473 house, 122 stock and 179 platform.

Miles run by locomotives with passenger trains, 818,753; with freight trains, 405,272; with fuel trains, 47,023; with gravel and repair trains, 35,358; with switching trains, 161,414—total, 967,820, against 1,032,868 in 1864, a decrease of 64,548.

The number of passengers carried was 559,384, of which 430,864 were way, 95,769 through, 6,526 excursions at half fare, and 26,225 local military. Number of passengers carried one mile, 35,499,248. Average rate received per mile 2.73 cents. Tons of freight transported, 459,703; do., carried one mile, 42,238,326.

During the year, \$16,500 of the bonded debt has been paid, leaving \$475,000 yet due, which matures at the rate of \$75,000 per year until the whole sum is paid.

The assets and liabilities of the company, December 31, 1865, were as follows:

ASSETS.	
Road and depot	\$4,000,000 00
Equipment	750,000 00
Bellefontaine Railway Co. stock....	1,131,750 00
Materials on hand	321,940 56
Cash	514,112 32
Bills receivable	72,117 09
Indianapolis, Pittsburg and Cleveland R. R. bonds.....	6,000 00
Commercial Mutual Insurance Co. scrip.....	1,355 00
Real estate not used.....	16,358 02
Wood Lands	5,627 46
Loan to Cleveland & Mahoning R.R.	24,000 00
	\$6,843,260 45

LIABILITIES.	
Capital stock.....	\$6,000,000 00
Mortgage bonds	475,000 00
Balance due on accounts.....	28,225 85
Dividend payable Feb. 1st	299,835 00
Surplus.....	43,200 10
	\$6,843,260 45

President.—L. M. HUBBY.

Directors.—David Dows, Erastus S. Prosser, Amasa Stone, Jr., Stillman Witt, Martin B. Scott, Samuel Williamson, Joseph Perkins, Solomon D. McMillan, Leander M. Hubby, Hoesa Williams and John Miller.

Secretary and Treasurer.—GEO. H. RUSSELL.

Superintendent.—E. S. FLINT.

Pikesville Railroad.

The provisions of the recent act of the General Assembly incorporating the Pikesville Railroad Company having been fully complied with, the subscribers to the capital stock of the company held a meeting in Baltimore on the 14th inst., when the following gentlemen were elected for the ensuing year: President, G. A. Thompson; Treasurer, James F. Purvis; Secretary, Charles H. Mills; Directors, J. Howard McHenry, Edwin F. Abell, John T. Ford, Dr. John T. Councilman, L. P. D. Newman, Charles H. Mills and F. L. Morling.

Dorchester and Delaware Railroad.

The preliminary survey of the route of this road which was commenced on the 19th of June, was completed on the 6th inst. The Cambridge News says: There were two lines run, one from near Mill street, on the land of Mr. Samuel Byrn, the other from the mouth of Cambridge Creek, on the land of Mr. T. T. Martin, running to Seaford and Bridgeville. A map of this survey will be completed in a few days by the engineer, Mr. S.

D. Hessey, of Delaware, and laid before the company. After their determination upon what point of connection with the Delaware road will be of most value, &c., the direct route will be surveyed.

Marietta and Cincinnati Railroad.

OFFICE MARIETTA AND CINCINNATI R. R. CO.
Chillicothe, O., Feb. 21, 1866.

To the Stockholders:

The Board of Directors respectfully submit the following as the Fifth Annual Report, for the fiscal year ending the 31st of December, 1865:

BALANCE SHEET, DEC. 31, 1865.

Railway and equipment.....	\$10,543,877 69
Union Railway purchase, (on acct of) in cash	\$118,266 67
Do. do. in bonds	50,971 91
	169,238 58

Hillsboro' & Cincinnati Railway purchase, (on acct of) in cash	\$4,486 05
Do. do. in shares.....	1,828,313 01
	1,832,799 06

Scioto and Hocking Valley Railway purchase	800,000 00
Materials on hand	102,188 59
Cash due from Banks and Bankers	101,974 67
Real estate	336,485 56
Bonds and Stocks	238,350 00
Constr't'n—Main Line.....	\$1,992,076 23
" Cin. extension	1,117,772 24
Discount on 1st mortgage bonds.....	195,014 92
	3,304,863 39
	\$17,429,777 54

Capital Stock—

First preference shares and scrip..	\$6,586,134 87
Second " " " " ..	4,051,744 50
Common stock and scrip	2,029,778 25
	\$12,667,657 62

Liabilities—

Sterling bonds issued.....	\$1,000,000 00
Dollar " " " " ..	2,362,800 00
Dollar b'ds scrip issued	5,585 27
Scioto & Hocking Valley Railroad mort..	300,000 00
City of Balt. Loan to Union R. R. Co....	20,000 00
	3,688,385 27
Pay roll	\$82,228 28
Bills payable	221,734 36
Cash dividends on preference shares, (unpaid)	11,472 00
	315,434 64

Profit and Loss—

Balance resulting from net earnings.	758,300 01
	\$17,429,777 54

REVENUE ACCOUNT.

From January 1, to December 31, 1865.

Receipts—	
Passenger	\$570,765 51
Freight.....	592,853 21
Mail	23,737 44
Express	25,817 56
Telegraph	11,084 56
	\$1,224,058 28

Expenditures—	
Locomotive running	\$154,309 16
" repairs	70,820 27
Repairs of pass. and baggage cars ..	21,616 36
" freight cars	45,897 75
" construction cars	147 16
Road repairs	154,405 75
Stations, rents and repairs	5,821 14
Traffic expenses	221,135 78
Telegraph expenses	17,411 24
General charges	88,191 47
Balance to profit and loss	445,302 20
	\$1,224,058 28

PROFIT AND LOSS ACCOUNT, DECEMBER 31, 1865.

First mort. bonds coupons, due 1st Feb., 1864.....	\$101,188 63
First mort. b'ds coupons, due 1st August, 1865.....	114,800 00
S. & H. V. R. R., bonds coupons, due 1st May, 1865.....	10,500 00
S. & H. V. R. R., bonds coupons, due 1st Nov., 1865.....	10,500 00
Rent of Little Miami Railroad track	236,988 63
Federal taxes.....	76,987 37
State taxes.....	\$33,362 90
Interest on city of Baltimore Loan to U. R. R. Co.....	12,579 02
First mort. bonds scrip interest....	45,941 92
New York transfer office expenses..	1,200 00
Compensation for personal injuries..	43 36
Balance carried down.....	57 30
	15,821 27
	758,300 01

	\$1,135,339 86
Balance Dec. 31, 1864.....	\$675,948 76
Net earnings year ending 31st Dec., 1865.....	445,302 20
Interest account balance year ending December 31, 1864.....	14,088 90
	\$1,135,339 86

Construction Account—The expenditures on this account are as follows:

From Aug. 15, 1860, to June 30, 1862	\$157,623 98
From July 1, 1862, to June 30, 1863	119,017 02
From July 1, 1863, to Dec. 31, 1863.	245,120 00
From Jan. 1, 1864, to Dec. 31, 1864.	714,887 37
From Jan. 1, 1865, to Dec. 31, 1865.	755,427 86

Total as charged construction acct.	\$1,992,076 23
Cincinnati extension from July 1, 1863, to Dec. 31, 1865.....	1,117,772 24
	\$3,109,848 47

Revenue Account—The revenue from traffic for the fiscal year amounted to.....\$1,224,058 25
Deduct working expenses, 64 per ct. 778,756 08

Leaving as net earnings..... \$445,302 20
—which sum is carried to the credit of profit and loss account.

A classification of the freight earnings shows that they have been derived from the following sources:

Agricultural products.....	\$152,572 40
Merchandise.....	208,584 06
Minerals.....	171,106 88
Products of the forest.....	15,626 52
Miscellaneous.....	44,968 38
Total.....	\$592,853 19

Of this,
Local freight amounted to the sum of \$445,662 52
Through, (which includes freights to and from the termini of the road)..\$147,190 57

The revenue from passengers has been derived almost exclusively from local sources.

It is thus seen that by far the larger proportion of the revenue is derived from local sources.

As an impression has prevailed, to some extent, among the patrons of the road, that its managers were disposed to favor through traffic and to neglect local, it may be proper to remark that by far the larger proportion of the equipment of the road has been devoted to local business—as shown by the results. If disappointments have occurred, they have arisen in consequence of the great accumulation of that class of business at particular seasons of the year, and not from any intention to neglect so important a source of revenue.

The obstructions upon the line of the Baltimore and Ohio Road, incident to the war, having been completely removed, the through traffic over this road has increased over 100 per cent. during the

year, and, with the friendly disposition manifested by the managers of that company in co-operating for through business, we may hope for still more favorable results.

Completion of the Main Line.—It will be seen by reference to the Report of the Engineer, that a large amount of work has been done in perfecting the main line of the road.

Pilcher Tunnel, 1,664 feet in length, was completed and brought into use in September. An entirely new structure, consisting of two stone abutments and three piers supporting a substantial Howe Bridge, has been built at the crossing of Little Hocking, and is now ready for use.

Seventy-six thousand seven hundred and thirty-five yards of excavation and 426,076 yards of embankment have been moved by the steam excavators, 4,853 yards of masonry laid up, making seven-tenths of a mile lineal of trestle work that has been filled with solid embankment, under the contract with Dodge, Balch & Co.

The ballasting has, also, been extended westward from Tunnel Sta. to Little Hocking, and from Warren's to Athens, making 17 miles during the year, and 33 miles altogether, on the east end of the road.

Cincinnati Extension.—This work was so far completed as to allow trains to pass into the city on the 17th inst. This track has been well ballasted, and is in good condition for the trains.

By the terms of our contract with the I. & C. Company, we have the use in common with them, of the new and beautiful Passenger Depot, recently built on Pearl street by that company.

This location affords the best possible facilities for our local passengers visiting the city, and secures reliable connections with the entire system of western railroads for western travel.

Ample grounds have been secured for freight purposes, fronting on Columbia street a distance of 537 feet, and 537 feet on Pearl street. Grounds have also been secured between Harriet and Horn streets for turntable engine-house, and yard room for cars. This property also affords a front on Sixth street for a distance of 248 feet, thus securing an excellent location in that part of the city for heavy freights. In addition to the above named property, we have secured 40 acres within the corporate limits of the city, lying between Liberty and Flint streets, and extending from the main line of the railroad in Mill Creek valley, to within about 200 feet of Freeman street. A considerable portion of this property is held on permanent leases at 6 per cent. per annum. Its total valuation amounts to about \$600,000, and is constantly increasing.

In addition to the above parcels of real estate, we have also purchased, in connection with rights of way, near 400 acres of land between Loveland and the city, all of which lies immediately contiguous to the line of the road. This property is admirably situated for suburban residences, and may be divided up into lots and sold at a profit. The new line from Loveland to the city passes through a district of country of the most inviting character for residences, affording most beautiful and healthy locations for quiet homes, and may be brought within an average of 30 minutes of the city by placing hourly trains upon that part of the road.

It is safe to estimate that a large part of the cost of the extension to the city may be repaid by the sale of real estate not needed for road purposes, and that a local business may be built up that will fully pay the interest upon any remaining amount not reimbursed by such sales. Practically, then, the outlay for this work will not result in a burden to the finances of the company.

Shops at Zaleski.—Two new car shops at Zaleski are now completed and well supplied with tools and machinery for construction and repairs of cars. Thirty-five coal, 10 platform, 4 passenger, and 3 baggage cars have been built in these shops during the year 1865. With an abundance of lumber suitable for such purposes, at moderate prices, the supply of cars hereafter may be secured at our own shops.

New Rolling Stock.—There have been purchased during the present year: 5 new locomotives, 2 new passenger cars, at a cost of \$211,095 43. There has also been expended in extraordinary renewals of rolling stocks, \$90,579 16.

This amount, added to former expenditures on this account, shows a total of \$248,812 65, since the re-organization of the company.

Ohio River Bridge.—The work on the Railroad Bridge over the Ohio River at Parkersburg, has been diligently prosecuted during the year, and has resulted in the preparation and delivery near the bridge site of a large amount of dressed stone designed for piers and abutments of that structure.

The necessary boats and lumber for prosecuting work on the foundations have been provided; but the continued high state of water in the river, during the latter part of the season, prevented any attempt to commence that part of the work.

It is expected that with a favorable season for the purpose, the foundations may be laid during the coming summer, and the stone structures brought at least above ordinary stages of water, so that they may be prosecuted to completion without interruption to that source.

Increase of Equipment.—The directors have decided to ask the Stockholders for authority to execute a mortgage upon the road for the purpose of securing an issue of Bonds, not to exceed \$2,500,000 in amount, the proceeds of which will be required mainly for equipment. The extent of this requirement can not be easily determined at this time, as it will increase with the developments of traffic.

The amount of the mortgage has therefore been fixed with reference to the future, rather than the present; consequently the sale of the larger portion of them will be reserved until the demands of traffic shall demonstrate the amount of Rolling Stock required.

The prosecution of the various works of construction in which the company has been engaged, has been effected under the most disadvantageous circumstances, consequently costing more than was at first anticipated.

The entire expenditure has been made during a time of war, with prices of labor and material increased nearly 100 per cent. It is not remarkable, therefore, that the cost has run beyond the estimate.

A large portion of the First Mortgage Bonds have been used for equipment, and similar purposes.

The Reports of 1864 and 1865, show an expenditure of about \$700,000, for these purposes, while the sum of \$301,000 has been used to procure right of way and real estate upon the line of extension west of Loveland, and in the City of Cincinnati.

With the balance of the first mortgage, the Cincinnati Extension and the various works of construction on the main line, have been accomplished. With a small additional outlay on the eastern end of the road, the future expenditures of the capital of the company may be directed to the acquisition of necessary rolling stock, and other accommodations for its increasing traffic.

Increase of Traffic.—The earnings of the road for the past five years, have been as follows:

1861.....	\$439,676 84
1862.....	512,217 25
1863.....	710,225 04
1864.....	1,038,165 78
1865.....	1,224,058 28

This statement shows a constant and healthy growth in the business of the road, resulting in an increase of 300 per cent. in the five years.

While many other leading railroads of the country received large accessions to their traffic, from the transportation of troops and army supplies during the war, the revenues of this company were but slightly affected from that source; consequently the return of peace brings with it but slight diminution of traffic. Of the entire aggregate of earnings during the five years, amounting to \$3,924,324 64 not over 13.2 per cent. was derived from military business, and during the year

1865, not over $4\frac{1}{2}$ per cent. was derived from that source. Calculations for the future, are, therefore, not disturbed by the withdrawal of what has been to the road so insignificant a source of revenue.

It is also true that while we derived so little benefit from this source, the frequent interruptions of the Baltimore and Ohio Railroad, by the operations of hostile armies, resulted in completely destroying, for the time, all our through traffic. We have, therefore, to look to this class of business as a new and almost untried element in future calculations for increased earnings. With the advantage of our new position in the city of Cincinnati—affording most desirable connections with all the western lines of railroads terminating at that point—we shall be enabled to compete successfully for this class of traffic and assert the superiority of that geographical position which unites the center of western business by the shortest line with the seaboard. Valuable as the results from this source may prove to be, they will doubtless be surpassed in the future by that still more reliable source of income—*local business*. If we were dependent for this upon the agricultural products of the country through which the road passes, we would have much for future hope and encouragement, but could not expect a rapid increase. Fortunately, however, we have in addition to a good agricultural district, one of the most valuable mineral regions in the whole country, depending entirely for the transportation of its immense products, upon the line of this road.

The following extract from a Report made in April, 1865, by Prof. E. B. Andrews, of Marietta College, upon the minerals of Southern Ohio, presents some of the characteristics of this future source of local traffic.

COAL.

"To show the extent of the coal field which is being developed by your road, let us compare it with the most famous ones, probably, of the Old World. We quote from David Dale Owen: 'The celebrated Newcastle coal field, which supplies more than one-third the entire product of Great Britain, and from which most of the coal burnt in London is obtained, has an area of from seven to eight hundred square miles. The entire thickness of the measures is sixteen hundred and twenty feet, varying, however, in different parts. The total thickness of the twenty five coal seams is from forty to sixty feet, the beds varying from a few inches to six feet; but there are seldom more than five seams that are workable, and often not more than one or two exist in a locality.'

The Southern Ohio region, which is directly tributary to your road, is seventy-five miles in length and forty miles wide, making an area of three thousand square miles. Counting only those seams that are workable, we have over forty feet as the aggregate thickness. The total thickness of the Coal Measures in Ohio, is about twelve hundred feet. Again, the principal seam of the Newcastle field is six feet thick, while one of the seams of this region has a thickness of ten feet. In order to estimate the actual amount of coal in the field, and I am now considering only the out-crop, let us represent it by a stratum forty feet thick, twenty miles wide (allowing half the distance across the region for loss on the out-cropping strata) and seventy-five miles long. If, as is estimated, there are 1,000,000 tons of coal to one square mile of a layer one foot thick, there would be 40,000,000 tons to one square mile of this stratum, and multiplying by number of square miles, 1,500 we have for the amount of coal 60,000,000,000 tons. These figures relate only to those seams which are for the most part above surface drainage. The presumption is that most of the seams continue under the surface of the coal basin and may be reached by shafts. It is by deep shafts that most of the coal in Great Britain is obtained. The total quantity of coal in Southern Ohio, which is accessible by drifting and shafting, is almost beyond calculation, and the time will come when our coal will sustain large and busy mining and manufacturing cities.

"Supposing the iron ores to extend uniformly over half of this belt, or seven and half miles, and the length of that portion of the belt, included in this report, to be seventy-five miles, we have an area of five hundred and sixty-two square miles.

"With an aggregate of seven feet of ore there would be 4,061,986,134 cubic yards, which, according to the usual estimates, would yield 1,624,794,449 tons of metallic iron.

"There are about forty furnaces in this region, consuming annually not far from two hundred thousand tons of ore, from which are made eighty thousand tons of iron.

SALT.

There have been produced in the district, during the year 1864, 1,677,774 bushels of Salt, from the tax on which the Government has received \$41,011 68."

One fact of the greatest importance, in connection with these minerals, has been developed during the past year. That is the successful use of coal in its raw state for the purpose of smelting the iron ore. This has been accomplished to such an extent, that all doubts upon the subject may be regarded as settled.

Future investments in iron furnaces will be made with a view to use either the raw coal or coke as a fuel. In this way the number of furnaces may be multiplied almost indefinitely.

This belt also possesses the important advantage, geographically, of securing by cheap water transportation a supply of Missouri, Tennessee, and Lake Superior ores, to combine with the native yield. The immense products of its furnaces, mills and mines will also start to the consumer in the great Mississippi Valley with an advantage in transportation over more eastern products, amounting to a handsome profit.

New Railroad Connections.—Great activity is now manifested in the development of this wealth. This activity is shown not only in the opening of mines, but also in the projection of lines of railroad all looking to connections with this road, and calculated to give a more speedy and successful development of this great mineral district.

Parties interested in the following new railroad schemes, are maturing their plans with reasonable prospects of an early commencement of their respective works:

1. A line commencing at Athens and thence passing up the Hocking Valley through the Nelsonville coal fields to Columbus.
2. A line commencing near the junction of the Portsmouth Branch with the Main Line of this road, and thence upon such location as will unite the traffic from Pomeroy, Gallipolis, and commanding ultimately, a connection with the projected railroad up the Kanawha Valley, to tide water at the mouth of the James River.
3. A line from Bloom Station on the Portsmouth Branch to Center Station on the Ironton Railroad, thus securing a route through a most valuable mineral district to the Ohio River at the City of Ironton.

The completion of these different lines will require the construction of about 125 miles of new railroad. They will all contribute materially to the business of this road, and when added to the 285 miles in operation, will make an aggregate of 410 miles. This will constitute the railroad system of Southern Ohio—as required for a thorough and complete development of its mineral wealth and resources. Of this aggregate of 410 miles, about 150 will be within the great mineral belt, opening out to that extent its vast and varied products, while the remaining portion of the rail line becomes the great highway over which those products will seek markets to the North, West, and South.

While it has not been deemed prudent to extend pecuniary assistance to any of these enterprises directly, every assurance has been given of cordial sympathy and a willingness to extend efficient aid and co-operation in working any of the lines when constructed.

CONCLUSION.

A point is now reached in the history of this

enterprise, when the labors and outlays of construction are soon to cease, and the more welcome task of building up a traffic is to commence.

The expansion of business in the way of through freight and passenger traffic, is assured by our close connections and cordial working operations with the western railroad system, centering in Cincinnati, which, with the immense local resources of the route, particularly in minerals, opens up a most brilliant future.

W. P. CUTLER, Vice Pres't.

Atlantic Mail Steamship Company.

The stockholders of the Atlantic Mail Steamship Company have determined to increase the capital stock of the company from \$4,000,000 to \$8,000,000, the vote standing 33,240 shares in favor and 2,050 shares against the proposition. By this increase of the capital stock of the Atlantic Mail a powerful combination has been effected, and a large number of fine steamships have been brought under the management. Under this combination the New York Mail Steamship Company have the privilege of exchanging 9,950 shares of their stock at any time within four months for the stock of the Atlantic Mail, the latter company already owning the balance of the shares. The West India Mail Steamship Company receives 10,000 shares of the stock of the Atlantic Mail in exchange for their ships, docks, &c.; and the Brazilian Mail Steamship Company receives 14,000 shares.

The Atlantic Mail Steamship Company, before the present consolidation was effected, owned the San Jacinto, San Salvador and Missouri, the two first named of which have been making alternate weekly trips to Savannah, Ga., since last November. The New York Mail owns the Morning Star, Evening Star, Guiding Star, Rising Star, Rising Sun, Merrimac, Mississippi, Monterey and Mariposa; the West India Mail the Columbia, Eagle and Morro Castle; and the Brazilian Mail the North America, South America, Havana and Matanzas.

The steamships of this company place this port in regular and frequent communication with Savannah, Havana, New Orleans, St. Thomas and the ports of Brazil; and this combination will be only the forerunner of increased trade and trading facilities with the South, the West Indies and South America.

Baltimore and Potomac Railroad.

We learn that the preliminary survey of the branch of the Baltimore and Potomac Railroad to Washington commenced last week near Collington, under the charge of William W. Taylor, Esq., Chief Engineer of the Western Maryland Railroad, and Captain Von Stamp, of the Royal Danish topographical engineers. The president of the road, Col. Oden Bowie, is with the surveying party, urging them forward with all proper dispatch, and so soon as the preliminary line to Washington is completed, we are informed that the location of the main route from Baltimore to Upper Marlborough will be entered upon. Our people are asked to do but very little towards securing the road, viz: to pay the engineering expenses and grant the right of way. Capital to the full amount necessary to build the road has been secured, contingent upon the bill to enter the District passing Congress.—*Marlboro' Gazette*.

The President having signed the new Tax bill, the change in the tax upon brokers' sales goes into operation. The charge becomes a stamp tax upon every memorandum or bill of sale of stocks, bonds, &c., to the equivalent of one cent on every \$100 of the actual amount represented on the bill of sale.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca	5	---	200,000	---	Knowlton.....L.S.	25	8	20,000	---	Broad Top.....Pa	50	---	---	---	Aconda.....N.S.	3	---	100,000	---
Acton Vale.....Ca	5	---	50,000	---	Lafayette.....Ca	25	---	20,000	---	Copake.....N.Y.	50	50	50,000	---	Ada Elmore.....Idaho	10	---	100,000	---
Adventure.....L.S.	25	3	20,000	---	Lake.....Ca	25	12	20,000	---	Foster.....N.Y.	5	---	---	---	Albion....."	3	---	100,000	---
Alma....."	50	25	10,000	---	Lawrence.....L.S.	25	---	20,000	---	French Creek.....Pa	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston....."	25	3	20,000	---	Lennoxville.....Ca	5	---	100,000	---	Garrison's.....N.Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Algoma....."	25	1	20,000	---	Logan....."	3	---	100,000	---	George's Creek.....Md	100	100	10,000	---	American Flag.....Col.	10	---	60,000	---
Allouez....."	25	1	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harewood....."	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
American....."	25	17	20,000	---	Lyster.....Ca	25	---	200,000	---	Lake Superior.....L.S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	---
Amygdaloid....."	25	17	20,000	---	Madison.....L.S.	25	6	20,000	24	Mount Pleasant.....Pa	50	50	10,000	---	Battle.....Col.	---	---	---	---
Anita.....Cal.	10	---	20,000	---	Malden....."	25	2	20,000	---	Teal Lake.....L.S.	25	---	20,000	---	Bates & Baxter....."	---	---	---	---
Annapolis.....Md.	10	---	20,000	---	Mandan....."	25	4	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....."	5	---	100,000	---
Armadillo.....L.S.	25	---	20,000	---	Manhattan....."	25	54	20,000	---	LEAD AND ZINC					Black Hawk....."	100	---	50,000	---
Aricana.....Ariz.	25	---	100,000	---	Marquette....."	25	34	20,000	---	Amenia.....N.Y.	5	---	100,000	---	Bob Tail....."	10	---	100,000	---
Arnold.....L.S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	---	Bucks County.....Pa	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Ascot.....Ca	25	14	20,000	---	Massachusetts....."	25	4	20,000	---	Canada.....Ca	5	---	50,000	---	Burroughs....."	10	---	100,000	---
Astor.....L.S.	25	2	20,000	---	Medora....."	25	1	20,000	---	Champion.....N.Y.	---	---	---	---	Bullion.....Mtna.	5	---	200,000	---
Atlas....."	25	4	20,000	---	Mendota....."	25	14	100,000	---	Clute....."	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Aztec....."	25	44	20,000	---	Merrimac....."	25	6	20,000	---	Continental....."	24	24	100,000	---	Chubbuck.....N.S.	5	---	100,000	---
Balt. and N.C.....N.C.	5	---	20,000	---	Merryweather....."	25	8	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L.S.	25	134	20,000	124	Meteor....."	25	8	20,000	---	Eric.....N.Y.	10	---	40,000	---	Central Gold....."	5	---	20,000	---
Beaver....."	25	2	20,000	---	Michigan....."	25	---	20,000	---	Gay's River....."	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca	5	---	125,000	---	Middlesex....."	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Jobden.....Idaho	10	---	100,000	---
Black River....."	25	174	20,000	---	Milton....."	25	1	20,000	---	Jefferson.....N.Y.	---	---	---	---	Columbia.....Nev.	100	---	300,000	---
Bohemian.....L.S.	25	---	20,000	---	Minnesota.....L.S.	25	184	20,000	8	Kings Hill....."	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	---
Bolton.....Ca	5	---	20,000	---	Missisquoi.....Ca	2	---	150,000	---	Lake Superior.....Mich	5	---	200,000	---	Copalinsche....."	50	---	250,000	---
Boston.....L.S.	25	24	20,000	---	Morrison.....L.S.	25	---	20,000	---	Lancaster.....Pa	5	---	50,000	---	Corvdon....."	25	---	100,000	---
Brooklyn.....L.S.	25	24	20,000	---	Nashua....."	25	---	20,000	---	Lehigh.....Pa	---	---	---	---	Continental....."	100	---	20,000	---
Brome.....Ca	5	---	100,000	---	National....."	25	54	20,000	---	Macomb.....N.Y.	5	---	110,000	---	Denver....."	20	---	50,000	---
Cabot.....L.S.	25	4	20,000	---	Native....."	25	5	20,000	---	Maine.....Me.	10	---	50,000	---	Downville....."	1	---	300,000	---
Caledonia....."	25	5	20,000	---	Naumkeag....."	25	1	20,000	---	Mineral Point.....N.Y.	5	---	100,000	---	Eagle....."	10	---	100,000	---
Cambridge....."	25	6	20,000	---	Nebraska....."	25	2	20,000	---	Morgan....."	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	100,000	---	---	Nequaquet....."	25	1	20,000	---	Mount Hope.....N.Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carly Lake.....L.S.	25	---	20,000	---	New England.....L.S.	25	124	20,000	---	New Hampshire.....N.H.	5	---	100,000	---	Empire....."	20	---	250,000	---
Canadaco....."	25	5	20,000	---	New Jersey cons.....N.J.	10	---	100,000	---	New Jersey.....N.J.	100	---	12,000	---	Excelsior....."	10	---	30,000	---
Central....."	25	5	20,000	---	Newton.....Ca	1	---	200,000	---	N. Y. & Boston.....N.Y.	10	---	100,000	---	Garrison's....."	50	---	100,000	---
Champlain.....Ca	14	---	200,000	---	New York.....L.S.	25	1	20,000	---	Oswegatchie.....Ca	5	---	100,000	---	G.M....."	50	---	25,000	---
Chatham....."	2	---	20,000	---	N. Y. & Passaic.....N.J.	5	---	100,000	---	Phoenix.....N.Y.	5	---	50,000	---	Goconda....."	20	---	250,000	---
Chattanooga....."	5	---	30,000	---	North Cliff.....L.S.	25	4	20,000	---	Placencia Bay.....N.F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L.S.	25	---	20,000	---	North State....."	25	34	20,000	---	Ramsay.....Ca	25	---	20,000	---	Gold Mining....."	100	---	50,000	---
Clifton....."	25	---	20,000	---	North Western....."	25	114	20,000	---	Rochester....."	24	---	200,000	---	Gunnell....."	10	---	300,000	---
Collins....."	25	4	20,000	---	Norwich....."	25	11	20,000	---	Rossie.....N.Y.	5	---	100,000	---	Gunnell Central....."	50	---	20,000	---
Concord....."	25	5	20,000	---	Ogima....."	25	7	20,000	---	Shawangunk.....N.Y.	5	---	100,000	---	Gregory....."	50	---	20,000	---
Consolidated....."	25	5	20,000	---	Ottawa....."	25	---	20,000	---	Sussex.....N.J.	5	---	125,000	---	Great Western....."	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ottawa....."	25	---	20,000	---	Union.....Pa	5	---	100,000	---	Hope....."	25	---	80,000	24
Copper Creek.....Wis.	25	---	20,000	---	Pacific.....L.S.	25	---	20,000	---	Wallkill.....N.Y.	---	---	---	---	Hoiman....."	2	---	150,000	---
Copper Falls.....L.S.	25	244	20,000	41	Pennsylvania....."	50	50	20,000	---	Warren.....N.H.	---	---	---	---	Idaho.....Nebr.	---	---	100,000	---
Copper Harbor....."	25	1	20,000	---	Pewabic....."	25	54	20,000	---	White Mountain....."	---	---	---	---	Isaac's Harbor.....N.S.	5	---	100,000	---
Copper Hill.....Wis.	1	---	200,000	---	Phila. & Boston....."	25	15	20,000	---	COAL & ANTHRACITE					Kansas-Colorado.....Col.	10	---	100,000	---
Corinth.....Vt.	25	2	100,000	---	Phoenix....."	25	15	20,000	---	American.....Pa	25	---	60,000	61	Kip & Buel....."	2	---	100,000	---
Cornwall.....Vt.	2	---	100,000	---	Pittsburg & Boston....."	25	54	20,000	---	Appleton....."	50	50	50,000	---	La Crosse....."	10	---	100,000	---
Dacotah.....L.S.	25	24	20,000	24	Pontiac....."	25	104	20,000	---	Ashburton.....Pa	50	50	50,000	---	Liebig....."	10	---	100,000	---
Dana....."	25	24	20,000	---	Preacott.....Ariz.	100	---	100,000	---	Atlantic & G. C.....Md.	100	100	40,000	---	Lake Major.....N.S.	50	---	12,000	---
Deep River.....N.C.	5	---	10,000	---	Providence.....L.S.	25	10	20,000	45	Baltimore....."	100	100	40,000	---	Mariposa.....Cal.	100	100	50,976	11
Delaware.....L.S.	25	204	20,000	---	Quincy....."	10	10	20,000	---	Bear Valley....."	124	---	40,000	---	Du. preferred....."	100	100	57,744	12
Derby....."	25	14	20,000	---	Republie....."	25	6	20,000	---	Beaver Meadow.....Pa	50	50	10,000	---	Mammoth.....Col.	100	---	100,000	---
Devon....."	25	1	20,000	---	Resolute....."	25	64	20,000	---	Belmont....."	50	50	10,000	---	Manhattan....."	10	---	100,000	---
Dorchester....."	25	1	20,000	---	Ridge....."	25	8	20,000	---	Big Mountain.....Pa	---	---	---	---	Massachusetts....."	5	---	250,000	---
Douglas....."	25	2	100,000	---	Rochester....."	25	12	20,000	5	Boston & Pictou.....N.S.	5	---	100,000	---	Mount Vernon.....Nev.	10	---	300,000	---
Dover.....Ca	2	---	200,000	---	Rockland....."	25	1	20,000	44	Bridgeport.....Pa	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Dudley.....L.S.	25	14	20,000	---	Roscoe.....Ca	1	---	20,000	---	Broad Mountain....."	10	10	30,000	---	National....."	10	---	300,000	---
Dunham.....Ca	2	---	200,000	---	St. Clair.....L.S.	25	3	20,000	---	British American.....N.S.	---	---	---	---	New York City.....Nev.	100	---	50,000	---
Durham....."	5	---	200,000	---	St. Flavian.....Ca	5	---	100,000	---	Cape Briton.....N.S.	24	24	200,000	---	New York.....Col.	10	---	100,000	---
Kagie River.....L.S.	25	24	20,000	24	St. Louis.....L.S.	25	1	20,000	---	Cameron.....Pa	50	---	60,000	---	N. Y. & Nevada.....Nev.	10	---	100,000	---
Edwards....."	25	14	20,000	---	St. Margaret.....Ca	5	---												

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length of line in single track.	Equipment in progress or projected.	Equip-ment.	Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No							
MASSACHUSETTS.											
30 Nov. '64	3.30				110,000	110,000		8,800	7,409	68	27
30 Nov. '64	4.52		170	28	256,257	250,000	26,482	129,615	15,895	8	43
30 Nov. '64	27.43				734,671	727,800	150,000	94	(Union Co.)	9	93
30 Nov. '64		7.5				41,000					
30 Nov. '64	1.41				18,742	12,000		6,580	(Metro. pol'n)	6	46
30 Nov. '64	2.80		26	6	43,894	40,129		3,590	11,062	766	
30 Nov. '64	11.75		200	31	254,611	200,000	50,000	18,186	129,927	12,197	8
30 Nov. '64	3.41				60,246	200,000	73,100	66,222	20,807		26
30 Nov. '64	2.97				35,000	23,000	11,000		(Middlesex)	6	50
30 Nov. '64	31.85		841	140	1,420,141	1,176,075	218,487	580,043	49,981	6	50
30 Nov. '64	6.84		263	41	488,945	400,000	31,000	104,617	170,235	3	48
30 Nov. '64	6.69		75	9	135,243	71,600	55,533	31,533	28,510	1,369	3
30 Nov. '64	6.75		66	15	173,980	150,000		25,800	37,017		
30 Nov. '64	2.03				50,000	50,000			(Middlesex)	5	25
30 Nov. '64	2.50		10	2	35,300	32,900			7,454		
30 Nov. '64	6.74				95,500	6,000			(Middlesex)		
30 Nov. '64	6.00		70		Suffolk (Boston)	(Sold to Metro. Aug. 1, '64.)	144,316	278,428	1,261		
30 Nov. '64			411	63	Union (Transportation)	241,441	160,000				
30 Nov. '64	1.63				West Cambridge	13,000	13,600			(Lea sed)	e
30 Nov. '64	2.25				Winnisimmet	62,154	60,000	939	21,889		
30 Nov. '64	11.60		59	8	Worcester	86,657	75,800	53,688	25,453		
CONNECTICUT.											
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000				
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000				
NEW YORK.											
30 Sep. '64	10.76		32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386
30 Sep. '64	14.33				Broadway & 7th Ave., N. Y.	3,283,245	2,100,000	1,000,000	75,000	95,551	18,965
30 Sep. '64	7.00	2.80		10	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,831	2,942
30 Sep. '64	24.00		48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666
30 Sep. '64	56.18	1.90	140	29	Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	77,142
30 Sep. '64	11.76	4.00		28	Brooklyn City and Newtown	531,784	386,000	200,000	19,144	82,049	4,162
30 Sep. '64	0.09	0.41			Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637		
30 Sep. '64	18.00				Brooklyn City & Rockaway		12,000		700		
30 Sep. '64	25.00				Brooklyn, E. N. Y. & E'kwy	90,000	60,000	25,000	15,000		
30 Sep. '64					Buffalo Street						
30 Sep. '64	23.00				Canarsie, B'klyn & W'nd'd	33,500	15,000	18,500			
30 Sep. '64					Central City (Syracuse)						
30 Sep. '64	19.00	3.00	99	12	Cent'l Pk. N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000	327,713	304	
30 Sep. '64	17.25		32		Coney Island and Brooklyn	603,889	500,000	112,000	100,438	9,156	721
30 Sep. '64	6.00				East & North River (N. Y.)	650	650			587	100
30 Sep. '64	18.50	1.00	101		Eighth Avenue (N. Y.)	1,166,162	1,000,000	43,000	5,000	452,701	4,208
30 Sep. '64	12.00	1.00			42d st. & Grand st., Ferry	951,570	600,000	281,600	33,282	178,056	22,293
30 Sep. '64	4.52				Fourteenth Street (N. Y.)						
30 Sep. '64	10.00		17	2	Grand St. & Newtown (W'g)	168,749	72,000	88,000	34,660	897	
30 Sep. '64					Harlem Br. Morris & Ford'm						
30 Sep. '64					Main & Ohio St. (Buffalo)						
30 Sep. '64					Niagara Street (Buffalo)						
30 Sep. '64	11.00	7.00	34		Ninth Avenue (N. Y.)	461,154	795,300	67,000	90,108	loss.	100
30 Sep. '64					N. Riv. & Wall st. Ferry (N. Y.)						
30 Sep. '64	7.50	3.40	20		Port Morris & Westchester	1,200	1,200				
30 Sep. '64	10.00				Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739	
30 Sep. '64	8.37		40	25	Second Avenue (N. Y.)	1,155,615	650,000	520,000	58,000	350,718	20,134
30 Sep. '64					Sixth Avenue (N. Y.)	1,222,621	750,000		424,806	14,763	5
30 Sep. '64	17.50		137	3	Tenth Av & 32d st. (N. Y.)	1,933,354	1,170,000	1,180,000	35,000	844,701	171,587
30 Sep. '64	6.50	9.00	18		Third Avenue (N. Y.)	50,000					
30 Sep. '64	1.50				Troy and Cohoes	193,945	124,500	65,500	7,000	18,295	loss.
30 Sep. '64					Utica City	62,000	50,000	12,000	10,856	2,380	
30 Sep. '64	12.00				V. Brunt st. & Erie Bas. (Buff.)	15,000	15,000				
30 Sep. '64					Williamsburgh & Coney Is'd						
NEW JERSEY.											
31 Dec. '62	5.32		7		Hoboken and Hudson City	82,000	80,000				
31 Dec. '62	5.05	2.50			Hoboken and Weehawken	134,400	70,000	60,000	17,223	9,986	3
31 Dec. '62	10.47				Jersey City & Bergen Point						
31 Dec. '62	17.00		150	22	Orange and Newark	411,000	211,000	200,200	71,050	19,183	50
31 Dec. '62	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000			
PENNSYLVANIA.											
31 Oct. '65	7.89		142	24	Chestnut & Walnut (Phila.)	255,421	100,000	135,000	10,318	114,721	84,877
31 Oct. '65	5.50		122	21	Citizens' (Pittsburg)	188,024	100,000	50,300		286,881	91,545
31 Oct. '65	12.33		292	40	Frankford & Southw'k (Ph.)	765,589	491,620	200,000		62,732	8,227
31 Oct. '65	6.01		86	15	Fairm't Pk & Del. Riv. (Ph.)					155,803	39,721
31 Oct. '65	4.50		195	33	Green & Coates st. (Phila.)	232,953	150,000	100,000		19,195	49,561
31 Oct. '65	19.00		250	44	Germantown	385,169	112,245	250,000		122,866	36,832
31 Oct. '65	5.04		120	25	Girard College (Phila.)	174,611	160,000		9,000	6,728	3,562
31 Oct. '65	2.00		25	4	Harrisburg City	49,504	30,118			75,131	153,813
31 Oct. '65	19.00		323	56	Heston, Mantua & Fairm't			183,600	75,131	153,813	39,179
31 Oct. '65	4.50		105	16	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,907
31 Oct. '65					Oakland (Pittsburg & E. L.)						
31 Oct. '65	3.75		124	18	Pittsb. Allegheny & Manch'r	96,585	75,000	35,000	150	88,795	20,243
31 Oct. '65	2.06		67	12	Pittsburg and Birmingham	66,440	54,000	22,600		67,040	14,278
31 Oct. '65	3.80		165	27	Philadelphia City	240,294	100,000	135,000		149,978	69,722
31 Oct. '65	5.00		64	10	Philadelphia and Darby	86,383	100,000	17,000		33,781	6,494
31 Oct. '65	4.50		51	10	Ridge Avenue & Manyunk.	179,635	120,000	63,300		41,737	6,903
31 Oct. '65	18.09		431	67	Second & Third st. (Phila.)	472,031	203,757	137,300		437,502	169,830
31 Oct. '65	5.62		87	9	17th & 19th st. (Phila.)	114,368	120,000			51,683	9,187
31 Oct. '65	7.00		118	19	Spruce & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545
31 Oct. '65	7.00		210	35	10th & 11th st. (Citizens)	176,048	192,750			210,143	37,810
31 Oct. '65	6.25		143	23	13th & 15th st. (Phila.)					143,038	38,435
31 Oct. '65	23.05		412	70	Union, Philadelphia	527,185	291,475	80,000	263,128	206,593	5,900
31 Oct. '65	6.00		327	52	West Philadelphia	355,105	249,100	100,000	10,000	309,261	81,335
31 Oct. '65	1.00		9	4	Williamsport		15,150		622	3,637	1,851
MARYLAND.											
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000		31,549	230,050	21,056
OHIO.											
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000				
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000				
31 Dec. '62	3.81				Passenger (Cinc.)	99,857	50,000				
31 Dec. '62	3.63				Pendleton & S. St. Mart (Cin.)	70,000	50,000				

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.	
		Rate.	Pay- able.			
Broadway (Brooklyn):		\$	pc	Month.	Year.	p c.
Real Estate Mortgage	27,500	7	J. & J.		Var.	
Broadway & 7th Avenue:						
1st Mortgage	200,000	7	J. & D.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	76,000	7	J. & J.	1883		
Brooklyn Centr. & Jamaica:						
1st Mortgage	304,250	7	J. & D.	1870		
Brooklyn City:						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1881	69	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' (Pittsburg):						
1st Mortgage	57,900	7	J. & J.	1870		
Cliftondale:						
1st Mortgage	25,000	6	J. & J.	1871		
Coney Island and Brooklyn:						
1st Mortgage	113,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	8,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		
Real Estate	134,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	107	
Germantown:						
1st Mortgage	250,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	98,000	7	J. & J.	1870	96	
Harlem Br., Morris & Ford'm						
1st Mortgage	88,000	7	J. & J.			
Hestonville, Mantua & Fair- mount:						
1st Mortgage	40,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	80,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage [road]	50,000	6	M. & S.	71-'72	88	
Malden and Melrose:						
1st Mortgage guaranteed	73,100	6		1880	91	
Medford and Charlestown:						
1st Mort. (Winter St. Br.)	11,000	6				
Middlesex:						
1st Mortgage	31,000					
Malden & Melrose bonds	51,762					
Real Estate	4,000					
Ninth Avenue:						
1st Mortgage	67,000	7				
North Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		
Orange and Newark:						
1st Mortgage Broad street	100,000	7	J. & J.	1881		
" " O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage " "	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	135,000	6	J. & J.	1879	81	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		
Philadelphia and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittsburg, Allegheny and Manchester:						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	22,600	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	50,000		M. & S.	1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	91,000	7	J. & J.			
Second Avenue:						
1st Mortgage	550,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	125,000	7	J. & J.	1868	99	
2d Mortgage	50,800	7	J. & J.	1869	107	
Sixth Avenue:						
1st Mortgage	16,000	7	J. & J.	1875		
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	180,000					
Union:						
Real Estate Mortgage	20,000	6	J. & D.	1883		
Utica City:						
1st Mortgage	65,500	7				
West Hoboken & Hoboken						
1st Mortgage	60,000	7	M. & N.	1873		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Price.
		Rate.	Payable.					Rate.	Payable.		
NATIONAL SECURITIES, June 1.											
Loan of Jan. 28, 1847.....registered.....	\$9,415,250	6	Jan. & July.	1867	129	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	97
Loan of March 31, 1848.....registered.....	8,908,342	6	"	1868	126	" " " " " " " "	2,250,000	6	"	1874	98
Texas Indemnity, of Sep. 9, 1850.....coupon	618,000	6	"	1869	124	" " " " " " " "	500,000	6	"	1875	98
Loan of June 14, 1858.....registered.....	20,000,000	5	"	Due.	100	" " " " " " " "	900,000	6	"	1877	98
Loan of June 22, 1860.....registered.....	7,022,000	5	"	1874	99	" " " " " " " "	800,000	6	"	1878	98
Oregon War Loan of March, 1861.....coupon	1,018,000	6	"	1874	99	" " " " " " " "	909,607	6	"	pleas.	98
Loan of Feb. 8, 1861.....registered.....	18,415,000	6	"	1871	100	" " " " " " " "	1,163,000	6	"	1896	98
Loan of July 17, & Aug. 5, 1861.....coupon	264,314,500	6	"	1871	102	" " " " " " " "	442,980	6	"	1898	98
Loan of Feb. 23, 1862 (5-20s).....registered	514,780,500	6	"	1881	103	" " " " " " " "	187,000	6	"	1871	90
Loan of March 3, 1864 (5-20s).....coupon	100,000,000	6	"	1881	104	" " " " " " " "	4,500,000	6	"	1874	90
Loan of March 3, 1865 (5-20s).....coupon	80,794,500	6	"	1881	103	" " " " " " " "	900,000	6	"	1875	90
Loan of March 3, 1864, (10-40s).....registered	171,319,100	5	"	1881	104	" " " " " " " "	800,000	6	"	1878	90
Pacific R. R. Bonds of (currency).....registered	5,402,000	6	Jan. & July.	1881	104	" " " " " " " "	9,385,500	6	Various.	66-91	85
Treasury Notes of July 17, 1861 (7-30s).....	187,850	6	"	1881	109	" " " " " " " "	3,500,000	5	Jan. & July.	1900	93
" June 20, '64 & Mar. 3, '66 1st series	812,221,600	6	"	1881	109	" " " " " " " "	634,653	5	Jan. & July.	1885	90
" March 3, 1865.....2d series	43,025,000	6	"	1882	106	" " " " " " " "	638,798	6	"	1880	90
" " " " " " " " " " " " " " " " " "	22,568,320	6	"	1882	106	" " " " " " " "	2,183,532	6	"	1868	90
Compound Interest Notes of 1864.....	162,012,140	6	"	1884	106	" " " " " " " "	1,900,000	6	"	1875	90
Temporary Loans at 4, 5 and 6 per cent.....	124,561,818	6	"	1885	105	" " " " " " " "	4,096,309	6	"	1881	90
United States Notes (greenbacks).....	402,128,316	6	"	1885	105	" " " " " " " "	2,400,000	9	"	1886	90
Fractional currency.....	27,334,965	6	"	1904	99	" " " " " " " "	681,038	6	May & Nov.	68-71	90
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877	---	Pennsylvania—State Stock.....registered	20,209,000	5	Various.	66-90	90
" " " " " " " " " " " " " " " " " "	648,000	5	Jan. & July.	1876	---	" " " " " " " " " " " " " " " " " "	1,618,000	5	"	66-90	90
" " " " " " " " " " " " " " " " " "	688,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	3,000,000	6	"	66-90	90
Arkansas—State Bonds (issued to banks).....	1,509,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	3,889,000	6	"	66-90	90
California—Civil bonds of 1857 & '60 coupon	2,472,000	7	"	1876	---	" " " " " " " " " " " " " " " " " "	481,444	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	10,400,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,708,000	6	"	66-90	90
Connecticut—State Bonds.....coupon	72,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,499,000	6	"	66-90	90
Georgia—State bonds (sterling).....coupon	2,271,750	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,991,150	5	"	66-90	90
" " " " " " " " " " " " " " " " " "	434,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	239,167	5	"	66-90	90
Illinois—Canal Bonds.....registered	1,288,887	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,706,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,768,400	6	"	1876	---	" " " " " " " " " " " " " " " " " "	14,016,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	721,198	6	"	1876	---	" " " " " " " " " " " " " " " " " "	175,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	436,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,660,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	229,372	6	"	1876	---	" " " " " " " " " " " " " " " " " "	21,888,398	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	2,371,728	6	"	1876	---	" " " " " " " " " " " " " " " " " "	11,108,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,778,677	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	241,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,157,700	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	236,009	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Indiana—State Bonds.....registered	2,058,173	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,225,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Iowa—State Certificates.....registered	200,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	300,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Kansas—State Bonds.....coupon	200,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Kentucky—State bonds.....coupon	417,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	3,204,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Louisiana—State Bonds.....coupon	9,856,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	532,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Maine—State Certificates.....coupon	4,900,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	2,171,902	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Maryland—State Bonds.....coupon	1,727,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	3,192,763	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	6,401,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Massachusetts—State Scrip.....	63,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	244,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	375,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	220,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	6,429,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	297,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	180,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,024,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	2,080,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,088,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	250,000	5	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Michigan—\$2,000,000 Loan Bonds.....coupon	1,760,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	100,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	216,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,122,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	700,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Minnesota—State Bonds.....coupon	250,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	2,275,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	13,701,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
Missouri—State Bonds (railroad).....	3,000,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	7,000,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	585,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,850,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	2,906,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
New Jersey—State Stock.....inscribed	95,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	731,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
New York—State Bonds.....general fund	70,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	23,566,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	1,189,750	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	702,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	500,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90
" " " " " " " " " " " " " " " " " "	3,060,000	6	"	1876	---	" " " " " " " " " " " " " " " " " "	1,866,000	6	"	66-90	90

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1901.....	160,000	179,041	154,575	181,634	186,435	314,521	332,098	406,076	446,044	396,847	381,810	387,555	.....
1902.....	260,000	327,269	399,870	345,408	399,564	511,174	595,523	738,527	677,625	719,911	731,270	599,782	.....
1903.....	504,991	408,864	388,480	394,683	451,477	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1901.....	81,581	75,621	78,361	65,358	75,250	63,761	73,474	130,897	141,174	122,487	104,254	80,295	1,068,464
1902.....	75,159	93,591	110,935	72,196	81,994	90,625	96,066	128,191	132,639	119,409	116,201	111,955	1,236,001
1903.....	109,850	101,355	104,372	122,084	182,301	145,542	149,137	167,948	170,044	170,910	156,899	158,294	1,673,706
1904.....	100,991	154,418	196,803	162,723	178,786	200,090	224,257	312,165	354,554	320,879	307,803	262,016	2,710,484
1905.....	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,261	401,280	387,956	307,910	236,824	3,440,092
1906.....	210,171	207,918	304,985	270,889	333,432	368,273	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1901.....	82,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1902.....	120,776	90,607	75,076	70,459	102,553	133,374	119,947	117,056	146,288	161,503	138,795	136,595	1,428,439
1903.....	130,225	122,512	126,798	144,995	170,937	159,142	180,306	210,729	216,080	196,455	201,134	196,267	1,959,267
1904.....	175,735	175,482	243,150	185,018	198,679	243,178	234,980	307,874	375,890	324,865	338,617	321,087	2,096,470
1905.....	305,554	246,351	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,312,514
1906.....	241,395	183,585	257,230	197,886	264,005	290,642	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1901.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,511,544
1902.....	273,876	317,539	390,355	421,363	466,830	555,145	480,710	519,806	639,805	729,759	716,378	563,400	6,111,566
1903.....	541,005	482,164	499,296	468,558	585,623	747,942	702,691	767,508	946,707	921,886	749,191	546,009	7,949,990
1904.....	523,508	405,634	528,744	518,736	735,082	922,892	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1901.....	13,316	11,065	13,870	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1902.....	24,843	24,344	22,773	19,467	22,411	22,518	21,401	31,893	31,767	36,578	33,981	37,440	328,656
1903.....	33,829	33,804	38,485	40,641	37,588	38,058	30,208	60,198	61,485	61,787	51,396	60,896	528,964
1904.....	47,393	56,565	67,822	61,812	69,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1905.....	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,664	1,103,821
1906.....	90,415	79,430	111,102	107,072	120,460	118,960	.....	.....	.....	.....	.....	.....	.....
Erie:													
1901.....	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1902.....	601,596	638,006	638,006	626,070	587,418	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1903.....	545,095	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1904.....	984,837	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	1,234,217	13,429,643
1905.....	1,001,007	947,146	1,256,566	1,458,455	1,133,641	1,177,872	1,202,180	1,331,048	1,336,615	1,438,680	1,422,472	1,429,765	15,434,775
1906.....	983,855	1,070,434	1,163,295	1,001,668	1,243,143	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1901.....	321,344	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1902.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,505	369,463	3,445,827
1903.....	299,944	271,085	275,643	324,637	407,992	407,992	343,929	511,305	478,578	496,433	437,679	424,531	4,571,023
1904.....	327,900	416,598	459,762	432,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1905.....	571,536	528,972	616,685	615,608	460,573	617,682	578,403	747,469	739,736	641,589	648,587	518,088	7,181,208
1906.....	582,828	512,628	516,822	406,773	507,830	560,025	.....	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1901.....	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,267	48,544	512,219
1902.....	38,203	35,778	40,540	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,868	710,225	710,225
1903.....	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,088,165
1904.....	96,672	87,791	93,768	76,248	107,525	104,608	115,184	125,262	116,495	116,146	105,767	122,058	1,224,058
1905.....	90,071	84,318	82,910	82,722	95,664	106,315	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1901.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,163,407
1902.....	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,193	109,661	154,369	122,272	61,835	1,163,734
1903.....	67,130	76,132	44,925	88,177	106,967	111,200	71,587	69,363	166,417	205,055	138,242	112,913	1,247,258
1904.....	102,749	116,135	88,221	140,415	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1905.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,985,712
1906.....	121,776	84,897	72,135	108,082	267,458	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1901.....	140,925	116,988	153,170	186,951	170,362	161,391	126,558	178,773	235,090	276,181	231,295	199,077	2,180,077
1902.....	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,519	276,109	325,818	305,284	276,539	2,647,833
1903.....	248,784	230,508	257,227	298,613	264,935	241,236	189,145	238,012	308,106	375,567	332,560	248,048	3,302,541
1904.....	256,600	304,445	338,454	330,651	267,126	315,258	275,891	358,862	402,219	407,107	448,934	411,806	4,130,163
1905.....	363,996	418,974	365,180	351,489	387,095	301,613	418,575	486,808	524,700	496,072	351,799	436,722	4,826,722
1906.....	312,846	277,234	412,393	409,427	426,493	392,641	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1901.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1902.....	230,159	159,658	151,902	175,699	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1903.....	242,073	245,868	236,432	238,495	236,433	260,221	193,328	216,449	308,168	375,488	339,794	306,186	3,169,065
1904.....	252,435	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,610	276,470	3,970,946	3,970,946
1905.....	306,324	279,187	344,228	327,241	401,456	365,663	329,105	413,601	480,631	490,694	447,670	328,669	4,504,549
1906.....	282,488	265,796	337,158	343,787	365,196	335,093	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1901.....	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	193,135	129,227	1,402,166
1902.....	98,181	86,528	96,905	106,269	203,018	237,562	261,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1903.....	131,707	122,621	124,175	121,904	245,511	245,944	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1901.....	439,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1902.....	749,163	631,956	710,814	770,233	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,093,244
1903.....	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,822	1,045,401	1,167,818	11,069,853
1904.....	921,831	936,587	1,059,023	1,105,664	1,004,485	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,829	13,857,709
1905.....	957,869	955,659	1,046,734	1,255,521	1,182,701	1,182,701	1,182,701	1,405,763	1,524,434	.....	.....	.....	.....
Ohio and Mississippi:													
1901.....	210,329	260,466	309,261	269,443	224,95								

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	84
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,897,000	7	Jan. & July.	New York.	1870	100
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
1st Mortgage	598,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,800,000	7	"	"	1888	86½
Atlantic and Gt. Western:							Funded Coupon Bonds	758,000	7	May & Nov.	"	1883	92
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1875	75
2d Mortgage	800,000	7	"	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90½
2d Mortgage	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1886	78
1st Mortgage, Franklin Branch	528,000	7	"	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"	"	
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1875	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage, Buffalo Extens'n.	2,000,000	7	"	"	1884		2d Mortgage	1,250,900	7	May & Nov.	"	1880	116
1st Mortgage, Silver Creek	300,000	7	"	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	13,845,000	7	"	London.	1890		1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1868	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	887,000	8	March & Sept.	"	1876	
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		Hubbard Branch	105,000	7	"	"		
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1883	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	97	Dividend Mortgage	1,000,000	7	"	"	1890	
"	675,000	6	Jan. & July.	"	1880	93	Cleveland and Pittsburg:						
"	1,860,000	6	Jan. & July.	"	1875	96	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1878	92
"	980,084	6	Ja. Ap. Ju. Oc.	"	1867	99	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	93	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Bay de Noquet and Marquette:							River Line bonds	4,000	7	"	"	1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725		"	"		
Bellefontaine and Indiana:							Income bonds	3,500		"	"		
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101½	Clev., Columbus and Cin.:						
1st Mortgage extended	425,000	7	"	"	'70-'99		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000		"	"	1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Belvidere Delaware:							Junction 1st Mortgage 2d Div.	145,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. & T. Mortgage Bonds	300,000	7	"	"	1886	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	80	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1871	101	C. and T. S. F. Mortgage	2,081,000	7	Jan. & July.	"	1885	101
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865		Dividend	38,860		June & Dec.	New York.	1866	
1st Mortgage	300,000	7	"	New York.	1865		Mortgage	248,000		"	"		
2d Mortgage Coupons	100,000	7	Jan. & July.	Boston.	1870		Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878	91½
Sinking Fund	336,000	7	"	Boston.	1880	100	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90½
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99½	Cumberland Valley:						
"	200,000	6	"	"	1879	83½	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Buffalo and State Line:							2d Mortgage	2,622,000	8	"	"	1881	103
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	3d Mortgage (convertible)	942,000		"	"		
Income in '95, & in '73	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	189,500		"	"		
Special Erie and North-East	149,000	7	"	"	'61-'70		Funded Interest	34,250		"	"		
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,848,870	7	April & Oct.	New York.	1893		1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"	40	
State (Mo.) Loan	660,000	6	"	"	'78-'79		Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	102½
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	63,000	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	229,700	6	"	"	1867	99	Delaware, Lackawanna and W'n:						
" \$800,000	423,680	6	"	"	1870	93	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" \$675,000	675,000	6	"	"	1875	89	1st Mortgage (E. Extension)	1,499,000	7	"	"	1876	98
" \$1,700,000	1,700,000	6	"	"	1883	89	2d Mortgage	2,616,500	8	March & Sept.	"	1881	102
" \$2,500,000	2,500,000	6	"	"	1889	94½	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,289,400	6	"	"	1889		1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1866	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	102	1st Mortgage coupon 1st Div'n.	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1875	106	Construction bonds, 2d Div'n.	686,000		"	"		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	94½	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
2d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	60	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'87-'90		State, 1st Mortgage	970,000		"	"		
Charleston and Savannah:							Endorsed by State of Tennessee	150,000		"	"		
1st Mortgage (endorsed)	510,000	6	"	"			Mortgage (ordinary)	790,688		"	"		
2d Mortgage	1,000,000	7	"	"			East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,002,000		"	"		
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92½	Endorsed by State of Tenn.	200,000		"	"		
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000		"	"		
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100½	Redeemable in Stock	68,950		"	"		
" " " " " "	3,167,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	1	"	"	var.	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort, O. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	66,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
" " " " " "	6,000	3	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7	"	"	1869	
Chicago and Alton:							Mortgage Bonds	150,000	7	"	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	93	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Internal Improvement (State)	1,655,000	7	"	"	1891	
Income Bonds	1,100,000	7	May & Nov.	"	1883	86½	Free Land, 2d Mortgage	1,600,000	8	"	"	1891	

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Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,100,000	6			1880	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,600,000	7				
Gallena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,903,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage Sterling	\$487,439	6	Jan. & July.	London.	1872	
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	" "	1875	95	1st Mortgage S'g convertible.....	600,000	8	March & Sept.	" "	1869	
Egin and State Line	180,000	7	Jan. & July.	" "	1879		1st Mortgage (convert.) Dollar..	2,040,500	7	" "	N.Y. & Boston	1882	100
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884		1st Mortgage (convert.) Dollar..	257,000	8	April & Oct.	" "	1882	111
Great Western, Ill.,							1st Mortgage (S. F.) convertible.....	4,330,500	8	" "	" "	1882	111
1st Mortgage Western Division ..	1,000,000	10	April & Oct.	New York.	1863	106	Mich. Southern and N'n Indiana:						
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Hanibal and St. Joseph:							Erie and Kalamazoo	37,000	7	March & Sept.	" "	1862	
Missouri State Loan (1st lien) ..	3,000,000	6	Jan. & July.	New York.	73-78	81	Northern Indiana, Plain	1,000	7	Feb. & Aug.	" "	1863	
Last Security	3,344,600	7	April & Oct.	" "	1881	92	Goshen Air Line	651,000	7	" "	" "	1868	97
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97	Detroit and Toledo	734,000	7	" "	" "	1876	98
Harrisburg and Lancaster:							1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	" "	1886	90
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	2d General Mortgage	2,283,500	7	" "	" "	1877	92
Harford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	92
Honolulu:							2d Mortgage	1,560,000	7	April & Oct.	" "	1894	70
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Real Estate Depot	2,400,000				1874	
Houston and Texas Central:							Milwaukee and Prairie du Chien:						
State (1st Lien) Loan	210,000						1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100
Mortgage	125,000	7			1866		Minnesota and Pacific						
Rodson River:							Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103	Mississippi Central:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	101	1st Mortgage	1,007,363	7				
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104	Mississippi Central and Tenn.:						
Convertible	1,002,000	7		" "	1867	97	State (Tenn.) Loan	529,000	6				
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	6,837,000	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8		" "		
Construction	2,896,500	6	" "	New York.	1875	105	Oskaloosa Division	688,556	7	Jan. & July.	" "	1875	18
Redemption bonds	2,563,000	6	" "	" "	1890		1st Land Grant	3,612,000	7		" "		60
Indiana Central:							2d Land Grant	691,000			" "		
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Income Bonds	513,500					
2d Mortgage	384,000	10		" "		117	Mississippi and Tennessee:						
Income	20,500			" "			Tennessee State Loan	98,000	6			1885	</

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$680,000	8		New York		
North-Eastern (S. C.):							1st Mortgage (Western Division)	757,000	8		"	1875	86
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1862	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore	1868	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	'87-'88	
Md. State Loan (irredeemable)	1,500,000	6					Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000				1873	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Richmond, Fred. & Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85	Sterling (£87,000)	324,000	6			1880	
North Missouri:							Richmond and Petersburg:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York	'72-'87	90†	Coupon	169,000				1875	
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	87‡	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	86
Chattel Mortgage	300,000	10	"	"	1887	115	2d Mortgage	937,500	7	"	"	1863	40
Northern (N. H.):							3d Mortgage	440,000	7	"	"	1863	1
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York	1875	
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Bonds for Dividend Scrip	59,000	7	"	New York	'64-'74		Sandusky, Dayton and Cincinnati:						
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	920,000	7	Feb. & Aug.		1900	67‡
Ohio and Mississippi:							2d Mortgage	77,000	7			1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	90	3d Mortgage	201,500	7			1875	
1st Mortgage—Western	850,000	7	"	"	1872		Six per cents	75,593	6			1878	
2d Mortgage—Western	750,000	7	"	"	1874		Sandusky, Mansfield and Newark:						
Orange and Alexandria:							1st Mortgage	1,290,000	7	Jan. & July.	New York	1866	80
1st Mortgage	400,000	6	May & Nov.	New York	1866		Saratoga and Whitehall:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	250,000	7†	April & Oct.	New York	1868	
2d Extension	600,000	8	May & Nov.	"	1873		1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	
Ogdensburg & Lake Champlain:							Seaboard and Roanoke:						
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869	96‡	1st Mortgage	300,000	7			1880	
2d Mortgage (now stock)						45‡	3d Mortgage	75,000	7			1870	
Oswego and Syracuse:							South Carolina:						
1st Mortgage	225,000	7	Jan. & July.	Oswego	'70-'80		State Loan	187,000	5			1868	
Pacific (Mo.):							Domestic Bonds	650,000	5			'69-'74	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	80	Domestic Bonds, past due	234,000	5				
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89		Sterling	2,000,000	6	Jan. & July.	London	1866	
Construction Main Line	1,314,000	7	"	"	"		Southern Mississippi:						
" S. W. Branch	2,332,000	7	"	"	"		1st Mortgage	600,000					
St. Louis County bonds	13,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870	101‡	Steubenville and Ind. (P. C. and C.):						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		St. Louis and Iron Mountain:						
Peninsula:							State (Mo.) Aid	3,501,000	6		New York		90
1st Mortgage	1,029,000	7	March & Sept.	New York	1893	75	St. Louis City Subscription	500,000					
Pennsylvania:							St. Louis County Subscription	1,000,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	99	Sunbury and Erie:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95‡	1st Mort. (Sunbury to Wm'sp't)	1,000,000	7	April & Oct.	Philadelphia	1877	96
2d Mortgage Sterling	2,233,840	6	"	London	1875		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	Syracuse, Binghamton and N. Y.:						
Penobscot and Kennebec:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
Bangor City 1st Mort. (Coupon)	651,000	6	April & Oct.	Boston	'74-'75		St. Louis, Alton & Terre Haute:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	90
Peoria and Oquawka:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mort. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1882		" (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
1st Mort. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		" (series D)	1,400,000	7	May & Nov.	"	1894	
Petersburg and Lynchburg (S. Side):							" Income (series E)	1,700,000	7	"	"	1894	75
State (Va.) Loan (S. F.)	800,000	7					Toledo, Peoria & Warsaw:						
1st Mortgage (1859-'75)	385,000	6				var.	1st Mortgage	1,600,000	7	June & Dec.	New York	1894	
3d Mortgage (1862-'72)	378,000	6				var.	Terre Haute and Richmond:						
Special Mortgage (1865-'68)	175,000	6				var.	1st Mortgage (convertible)	60,000	7	March & Sept.	New York	1866	
Last Mortgage (1861 to 1869)	185,500	8				var.	Toledo and Wabash:						
Phila. Germantown and Norristown:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865	60
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1865	105	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1866	
Convertible Loan	292,500	6	"	"	1885	119	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	76
Philadelphia and Reading:							2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Bonds of 1856 (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		Sinking Fund Bonds	152,355	7			86	
" 1836	182,400	5	"	"	1880		Equipment bonds	600,000	7			04‡	
" 1849	2,696,500	6	April & Oct.	"	1870		Vermont Central:						
" 1861	106,000	6	Jan. & July.	"	1871	96	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston	1861	115
" 1843	1,625,800	6	"	"	1880	80	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	10
" 1844	804,000	6	"	"	1880	80	Vermont and Massachusetts:						
" 1848	101,000	6	"	"	1880	80	Mortgage Bonds	550,000	7	Jan. & July.	Boston	1883	93
" 1849	67,000	6	"	"	1880	90	Virginia Central:						
" 1857, (convertible)	415,500	6	"	"	1886	103‡	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
" 1856	60,000	7	"	"	1886		Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Bonds and mort. on Real Estate	535,382						Mortgage (coupons)	928,000	6	"	New York	1884	
Phila. Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia	1884	116	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887	
Pittsburg and Connellville:							1st Mortgage	500,000	6	"	New York	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74‡	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	101	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	660,000	7	Feb. & Aug.	New York	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York	1880	87‡
" (series E)	875,000	7	May & Nov.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester	1871	70
" (series F)	875,000	7	Jun. & Dec.	"	1912		Watertown and Rome:						
" (series G)	800,000	7	Jan. & July.	"	1912	96	Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107‡
" (series H)	800,000	7	Feb. & Aug.	"	1912		Western (Mass.):						
" (series I)	800,000	7	Mar. & Sept.	"	1912		Sterling (£599,900)	4,319,520	5	April & Oct.	London	'68-'71	
" (series J)	800,000	7	April & Oct.	"	1912		Dollar Bonds	950,000	6	"	Boston	1875	99
" (series K)	800,000	7	May & Nov.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	98
" (series L)	800,000	7	June & Dec.	"	1912		Elmira and Williamsport:						
3d " "	2,000,000	7	April	"	1912	89‡	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	98
Ridge Bonds	163,500	7	May & Nov.	Philadelphia	1876		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	556,000	7	May & Nov.	New York	1866	
Mortgage	500,000	7	Feb. & Aug.	New York	1865		2d Mortgage	200,000	7	"	"	1872	
Potdam and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York	64-'74		Mortgage, payable in England	443,555	6	Jan. & July.	London	1863	
Cuney and Chicago:							Sterling, issued in 1855	144,500	6			1868	
1st Mortgage	1,130,000				1873		Company's endorsed by State.	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.										M.	M.			P. c.		
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,398	*		877,963	508,500	105,255	1,515,704	54.0		101,102	87,886			
28 Feb. '59	30.3				58.1	2	19	Alabama and Mississippi	461,506	30,991		835,010	109,500	21,682	618,995	30.3		56,791	31,852			
31 May '80	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906		1,067,006	777,777	240,485	2,476,022	109.6		207,620	111,252			
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 May, '61	489.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,868	696,370			
19 Feb. '60	58.5	28.4				23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,822	23,579	2,582,508	116.9		508,156	290,299	6		
ARKANSAS.																						
2 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877	*		251,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,483,850	*		793,850	700,000		1,493,850	22.5		230,251	104,894			
CONNECTICUT.																						
31 July '64	23.8		1.9		4	6	47	Danbury and Norwalk	346,299	66,483		307,000	95,000	731		23.8	58,325	89,470	46,029	7		
31 Jan. '65	122.4		17.0		75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740		122.4	317,844	517,808	134,509				
31 Aug. '65	61.6	13.6	66.2		22	37	321	Hartford and New Haven	3,244,819	254,000	1,156,014	3,000,000	927,000	97,022	4,654,233	75.2	452,238	1,459,711	413,528	12	170	
31 Dec. '65	74.0		8.9		10	12	261	Housatonic	2,439,775	*	847,919	2,000,000	272,500	150,848	2,787,594	124.0	192,989	475,095	65,466			
31 Dec. '64	67.0		1.3		8	11	184	Nagatuck	1,464,127	*		1,100,000	300,000	29,149		62.0	145,655	360,167	140,391	16		
28 Feb. '65	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,538	766,000			82.0	161,182	274,387	loss.		117	
30 Nov. '64	84.8	8.8	9.3		3	2	30	New Haven and Northampton	2,336,485	41,560		1,010,000	650,000			62.0	49,663	107,387	85,946	34		
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135	*	10,607	700,000	182,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85	
31 Mar. '65	61.3	1.0	63.8		34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	652,758	1,982,212	549,334	9	112	
30 Nov. '65	59.4	7.0	8.2		18	17	392	Norwich and Worcester	2,468,983	149,711	498,986	2,863,000	580,000	9,281	2,962,861	66.4	829,984	714,058	268,396	9	101	
DELAWARE.																						
31 Oct. '60	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2							Newcastle and Frenchtown	704,890		18,535	744,520			6,924	749,544	8.0	27,283	10,290	9		
FLORIDA.																						
					150			Florida														
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,884	619,112	32.0		7,567	5,535			
	59.9		6.0					Flo., Atlantic and Gulf Central														
	100.0	3.9	10.0	153.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	126	
	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk														
31 Dec. '60	58.0							Augusta and Savannah	1,032,200	*		733,700	129,500			58.0		168,988	95,612			
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000	*		151,897				31.0						
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,386,800	*		4,386,800			6,550,173	229.0	879,468	1,715,025	764,674	10		
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,155,000	*	1,003,650	4,155,000	312,500		8,123,343	232.0	1,159,188	628,043	8	100		
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,028,888	50.0		202,714	110,516	8		
1 May, '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,821	1,473,140	71.6						
31 July '60	100.1	100.8	16.2		18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,322,913	228.5		388,863	13			
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,343	454,541			
ILLINOIS.																						
31 Dec. '85	280.0				66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,203,800	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	8	102	
30 Apr. '85	317.0	83.0	47.0		105	46	1,995	Chicago, Burlington and Quincy	12,537,020	2,118,232	1,306,347	8,376,510	5,924,999	828,259	16,494,265	400.0	1,963,105	5,728,910	2,752,773	20	124	
31 May, '85	242.0	688.0			164	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,680	26,155,841	12,020,483	826,898	39,680,452	930.0		6,820,750	1,902,272			
31 Mar. '85	181.8				55	71	1,305	Chicago and Rock Island	8,050,132	*	2,285,632	6,500,000	1,448,000		10,315,764	228.4	1,234,831	3,154,238	1,442,771	10	97	
31 May, '85	174.5	5.5	14.5		21	22	564	Great Western	4,089,561	*		1,843,561	2,350,000		4,214,342	180.0		742,097	377,476			
31 Dec. '85	454.8	252.5			148	7	3,397	Illinois Central	20,529,844	*		23,374,405	13,231,500		40,668,060	708.3	3,507,486	7,151,208	2,174,924	10	124	
31 Dec. '85	118.0		112		16	6	234	Toledo, Peoria & Warsaw	4,353,621	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	260,189			
31 Dec. '85	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,558		35	
INDIANA.																						
	224.0				41	23	765	Chicago and Great Eastern				4,390,000	5,000,000		224.0							
31 Aug. '65	132.0				14	10	187	Evansville and Crawfordsville	2,312,344	288,255	128,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720			
31 Dec. '82	72.4				19	17	286	Indiana Central	1,687,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,393	158,541			
31 Dec. '85	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,899,900	1,362,284	140,699	3,458,108	110.0		448,838	230,834	9	70	
31 Dec. '84	84.0				15	11	201	Ind., Pittsburg and Cleveland	2,735,556	*	240,532	1,872,000	997,000	106,879	2,975,878	84.0	384,339	771,763	807,332			
1 Dec. '82	78.0		11.0		15	14	201	Jeffersonville	1,549,518	*	278,334	1,016,907	621,000		2,175,223	108.0	312,859	527,933	208,156			
31 Mar. '84	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,638,763	132.0		315,172	117,941	6	100	
	288.0							Louis., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,407			
30 Nov. '85	73.0				26	23	564	Terre Haute and Indianapolis	1,985,150	*	967,278	1,923,150	60,000	218,000	2,965,428	73.0	411,278	1,248,728	598,071	12	156	
IOWA.																						
30 Apr. '85	75.5		176.5			</																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Engines.		Cars.		Freight, etc.		Property and Assets.			Liabilities.				Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.			Railroad and appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.					Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	
MAINE.																				
30 Nov. '02	55.0	—	—	6	4	74	Androscoggin	1,050,000	—	—	151,838	444,638	205,564	757,381	36.5	76,344	79,761	43,461	—	
30 Jun. '02	149.0	—	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Trk.	—	—	
30 Sep. '01	68.0	9.5	8.0	12	11	120	Kennebec and Portland	2,871,264	—	—	1,287,779	—	271,143	2,980,998	109.5	189,963	172,118	91,487	—	
31 May, '05	99.7	9.5	—	13	15	233	Maine Central	4,212,201	—	—	4,447,060	2,733,800	120,597	4,301,467	109.2	171,568	489,592	219,302	—	
31 May, '05	51.3	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	—	1,600,000	—	—	1,600,004	51.3	161,056	450,222	228,767	6	
May, '09	37.0	—	—	—	—	—	Somerset and Kennebec	785,703	—	—	169,200	556,600	—	—	37.0	—	55,403	28,404	100	
MARYLAND.																				
30 Sep. '03	279.6	7.2	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,839	36,811,376	288.8	2,988,010	6,509,946	4,544,097	3	
30 Sep. '03	30.0	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,650,000	—	—	703,123	429,890	44	
31 Dec. '06	138.0	4.0	25.0	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,618,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,798	8	
MASSACHUSETTS.																				
30 Nov. '04	26.7	1.8	16.8	8	—	—	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	—	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
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30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1	24	38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	413,213	752,606	172,282	6	
30 Nov. '04	74.8	8.8	51.1																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a Running date (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
PENNSYLVANIA.																						
31 Jan. '66	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,376,342	44.0	134,201	856,277	133,892			
31 Dec. '65	387.0	103.0		117.0	139	96	3,059	Atlantic and Great Western	46,606,475		1,454,305	12,441,150	30,000,000	1,796,583	48,000,780	490.0	2,647,709	5,811,233	2,125,500			
31 Oct. '65	65.0	2.5	4.0		21	9	413	Catawissa	3,634,000			2,850,000	279,000		3,629,000	68.5	240,413	379,223	149,587		88	
30 Sep. '65	74.0		5.4		12	106		Cumberland Valley	1,682,937		519,459	1,316,900	470,600	61,467	2,102,396	74.0	190,698	461,711	149,779	8	83	
31 Oct. '65	113.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,588,706	2,989,113		10,247,050	3,491,500	742,536	14,481,135	204.5	1,437,553	1,733,236	89,671	15	160	
31 Oct. '65	36.0	1.7	7.7		9	6	85	East Pennsylvania	1,273,765	161,589		604,400	598,400	44,888	1,247,688	37.7	161,494	380,743	201,072			
31 Dec. '65	78.0		10.0		18			Elmira and Williamsport	2,620,000			1,000,000	1,620,000		Leased to North. Cen.	802,272	590,978	loss.	5	30		
31 Oct. '65	18.5		8.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,535	454,490	133,683	10		
31 Oct. '65	81.0	2.0	4.3		13	11	349	Erie and Pittsburgh	1,696,921	477,016		664,300	1,250,000	300,000	2,314,300	83.0	176,032	490,220	199,200			
31 Oct. '65	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,560			1,182,560	700,000		2,382,560	84.0	oper. by Penn. R.R. Co.		7	56		
31 Oct. '65	32.0		1.3	44.0	4	2	14	Hempfield	1,610,459	41,341		1,809,565	500,000	100,000	2,409,565	32.0	30,875	63,829	1,106			
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328			886,130	1,438,082	389,318	2,510,530	68.5	173,778	352,212	73,702		16	
31 Oct. '65	80.0	2.0	34.6					Lackawanna and Bloomsburg	3,735,613	40,714		1,335,000	2,276,725	121,409	3,763,134	82.0	173,637	631,016	60,201			
31 Oct. '65	70.0	17.5	64.0		62	12	2,873	Lehigh Valley	7,804,068	2,037,526		6,682,250	1,477,000		8,109,250	87.5	647,090	2,049,900	1,351,630	10	62	
31 Oct. '65	23.5	5.0	8.0					Little Schuylkill	1,466,283			2,046,100	906,000	73,555	3,624,655	oper. by Reading R.R.				3	27	
31 Oct. '65	120.5		63.3		31			Little Hill and Schuylk. Haven	3,708,200			3,708,200			3,708,200					8	54	
31 Oct. '65	55.6	14.2	13.9		23	22	686	North Pennsylvania	5,671,164	665,004	193,031	8,150,150	3,105,785	218,386	6,222,199	69.8	315,861	875,064	412,553		38	
1 Dec. '65	354.8	33.2	450.5		290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	45,860,796	821.0	4,840,773	17,459,169	4,389,111	10	55	
31 Oct. '65	17.0	3.0	22.0		18	42	119	Phila., Germant'n & Norrist'n	1,139,079	283,439		1,476,300	183,000		1,659,300	24.0	311,091	666,789	296,376	8	55	
31 Oct. '65	23.0		55.0					Phila. and (Sunbury) Erie	1,632,766			5,069,450	13,000,000	2,000	18,071,450	oper. by Penn. R.R. Co.					31	
30 Nov. '65	93.0	19.5	233.3		254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663		30,008,075	471.8	668,800	1,145,519	512,271	10	55	
31 Oct. '65	26.5		26.5					Philadelphia and Trenton	1,386,386			999,200	200,000		1,199,200	28.2	177,423	1,630,458	545,891	10	125	
31 Oct. '65	96.0		83.8		182	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,590	10,009,242	197.0	961,468	2,854,006	1,046,984	10	57	
31 Oct. '65	59.5		11.4	89.5	12	11	84	Pittsburg and Connelleville	2,361,064	198,820		1,774,773	1,500,000	64,208	3,794,101	72.0	272,688	864,369	130,361			
31 Dec. '65	468.3	15.0	128.0		189	119	2,237	Pittsburg, Ft. Wayne & Chicago	23,183,381		3,362,312	9,312,442	12,673,000	1,697,620	26,545,093	483.3	623,078	4,490,092	2,293,547	10	99	
31 Dec. '65	28.5		6.2		8			Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597		Lead to North. Cen.	316,468		116,008		4	40	
31 Oct. '65	26.4		3.3		13	13	81	Westchester & Philadelphia	1,351,640	145,557		684,036	962,300	130,840	1,777,176	26.4	133,678	847,240	200,598			
31 Oct. '65	30.6		4.4		7	3	228	Wioga	821,200	212,788		487,800	323,000	26,292	790,092	30.6	112,409	505,223	128,226	4	43	
RHODE ISLAND.																						
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000			1,508,000	250,000			82.0	321,000	557,587	254,508	12	110	
SOUTH CAROLINA.																						
31 Dec. '65	54.0			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,206	197,906	1,099,536	51.9		288,283	161,520	6		
31 Dec. '65	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000			109.6		288,283	161,520			
1 Jan. '66	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,548		104.5		241,100	125,871			
28 Feb. '66	102.0							North-Eastern	2,011,852			985,743	960,410	108,172	2,057,325	102.0		220,014	96,148			
31 Dec. '65	136.0	106.0			44	28	252	South Carolina	8,820,583	468,408	511,266	5,819,275	3,071,000	711,297	9,798,567	242.0		418,767	196,955			
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	53,138		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187			
1899	30.0		1.8		12	10	171	East Tennessee and Georgia	3,837,367			1,289,673	2,020,000	200,000		140.0		318,715	187,460			
1899	140.0		8.0		10	10	123	East Tennessee and Virginia	2,610,033	156,264		638,654	1,902,000	390,407		130.8	150,142	297,508	149,167			
1899	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,666,578	878,069	129,364	3,899,949	2,669,000	260,112	7,327,797	201.0		1,635,096	878,497			
1899	271.6	18.0	20.0		39	9	642	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000								
1899	100.0		30.6		56.8			Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000									
1899	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,980	177,256	60,029			
1899	47.4		2.3		4	6	46	Mississippi Central and Tenn.	632,710	82,908		317,447	632,500	22,390		47.4	54,176	83,129	44,666			
1899	34.2		7.0		12	2	81	McMinnville and Manchester	593,807	56,516		144,894	406,000	5,000		34.2	30,068	28,908	13,892			
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,068,544	1,781,000			159.0		734,118	337,384	6		
1899								Nashville and Northwestern														
1899	45.8		4.2	11.7	5	6	82	Tennessee and Alabama	76,016	76,016		695,922	800,000	204,544		45.8	57,950	127,963	87,243			
1899	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																						
58	82.0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0						
58	60.0			184.0				Galveston, Houston & Henderson								56.0						
60	60.0		1.6	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	31,300	32,670				
1 May '60	70.0		6.0	250.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	389,000		70.0	102,200	382,946	196,568			
59	26.0		110.0					San Antonio & Mexican Gulf								25.0						
VERMONT.																						
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,930,277			1,679,600	638,500		5,083,466	105.0	164,794	625,180	184,470			
31 Aug. '65	119.9		16.0		26	25	568	Rutland and Burlington	3,991,706	556,275		2,233,376	3,257,471	895,219	5,586,166	119.6	449,351	623,027	112,168			
31 Aug. '65	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	266,683		1,097,000	1,306,638		1,306,638	62.5	186,761	125,474	67,785			
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055			5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	392,88			

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	7
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	6
Baltimore and Ohio, (pref.)	3,000,000	7	7	7
Berkshire (guarantied)	600,000	7	7	7
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	7
Camden & Atlantic (preferred)	620,800	7	7	7
Catawissa (preferred)	1,150,000	7	7	7
Chemung (guarantied)	390,000	7	7	7
Chesapeake and Delaware	343,500	7	7	7
Chesapeake and Ohio	2,017,925	7	7	7
Chesapeake Division	1,340,400	7	7	7
Chicago & Alton (preferred)	2,426,400	7	7	7
Chicago & Northwestern (pref.)	12,994,720	7	7	7
Cochecho (preferred)	177,750	8	8	7
Ct. & Passumpsic Rivers, (pref.)	1,814,300	10	10	7
Cumberland Valley (1st preferred)	241,600	8	8	7
" (2d preferred)	243,000	8	8	7
Detroit & Milwaukee (preferred)	1,500,000	7	7	7
Dubuque & Sioux City (preferred)	1,976,845	7	7	7
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	7
Elmira & Williamport (preferred)	500,000	7	7	7
Erie (preferred)	8,555,700	7	7	7
Hannibal & St. Joseph (preferred)	6,253,855	7	7	7
Harrisburg & Lancaster (guar.)	1,182,100	7	7	7
Houston (preferred)	1,180,000	8	8	7
Indianapolis & Madison (pref.)	407,900	8	8	7
Kennebec & Portland (preferred)	372,000	8	8	7
Lackawanna & Bloomsburg (pref.)	500,000	7	7	7
Marietta & Cincinnati (1st pref.)	6,205,475	7	7	7
" (2d pref.)	3,819,772	7	7	7
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	7
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	7
" (2d pref.)	1,014,000	7	7	7
Milwaukee & St. Paul (preferred)	2,400,000	7	7	7
New Haven & Northampton (guar.)	1,010,000	4	4	7
New York & Harlem (preferred)	1,500,000	8	8	7
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	7
Peterboro & Hudson (guarantied)	630,000	8	8	7
Peterboro & Ramapo (guarantied)	245,000	8	8	7
Peoria & Bureau Valley (guar.)	1,200,000	6	6	7
Philadelphia & Reading (pref.)	1,551,800	7	7	7
Philadelphia & Trenton (guar.)	1,000,000	10	10	7
Pittsfield & North Adams (guar.)	450,000	6	6	7
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	7
Portland & Burlington (preferred)	382,700	8	8	7
" (preferred)	608,176	8	8	7
St. L., Alton & Terre Haute (pref.)	1,700,000	6	6	7
Toledo & Wabash (preferred)	984,700	7	7	7
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	7
" (2d pref.)	908,422	7	7	7
Troy & Greenbush (guarantied)	274,400	6	6	7
Vermont & Canada, (guarantied)	1,600,000	8	8	7
Warren (guarantied)	1,403,300	7	7	7
White Mountains (guarantied)	200,000	6	6	7
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	7

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,557,343	6	J. & J.	1836	91
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" "sterling	4,375,000	5	"	1890	---
Preferred bonds	1,700,000	6	"	18--	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	78 1/2
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Baritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	---
Interest Certificates	161,960	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,157	6	Qtrly.	1870	---
Six per cent. Loan	2,667,276	6	"	1884	56 1/2
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1862	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	92
2d Mortgage	295,750	6	"	1876	90
Boat Loan	99,852	6	"	1876	90 1/2
North Branch:					
1st Mortgage	800,000	6	M. & N.	1876	80
Schenykill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,870	6	J. & J.	1882	80 1/2
Improvement	1,901,870	6	M. & N.	1876	72
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md. stg. loan converted	200,376	6	"	1865	---
Mortgage bonds	983,000	6	"	1878	60 1/2
Preferred Interest b'ds.	227,569	6	"	1878	24
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	25 1/2
West Branch & Susquehanna:					
1st Mortgage, s'k fund	450,000	6	J. & J.	1878	87
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	p.c.	105
Chesapeake and Ohio	100	8,224,585		87
Delaware Division	100	1,633,350		148
Delaware and Hudson	100	10,000,000	10	148
Delaware and Baritan	100	2,298,400	10	148
Erie of Pennsylvania	50	64,000		15
Illinois and Michigan	100	6,091,700	10	57 1/2
Lehigh Navigation	50	728,300	3	90
Monongahela Navigation	100	1,025,000	10	121
Morris, (consolidated)	100	1,175,000	10	121
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100			
Schenykill Navigation (consolid.)	50	1,908,207	27 1/2	
" (preferred)	50	2,888,980	15	
Susquehanna and Tide Water	50	2,048,200	35	
Union	50	2,787,000	44	
Union (preferred)	50			
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DURY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton 47 @ 50	
Pig, American, No. 1..... 46 @ 48	
Bar, Refined, English..... 95 @ 110	
Bar, Swedes, assorted sizes (in gold)..... 95 @ 105	
STOCK PRICES:	
Bar, Swedes, assorted sizes..... 170 @ --	
Bar, English & American, Refined..... 125 @ 130	
Bar, English & American, common..... 115 @ 120	
Scroll, English..... 155 @ 205	
Ovals and Half round..... 150 @ 160	
Band, English..... 155 @ 165	
Horse Shoe..... 150 @ 160	
Rods, English..... 122 @ 180	
Hoop, English..... 125 @ 225	
Nail Rod..... per lb. 10 1/2 @ 11 1/2	
Sheet, Russia..... per lb. 27 @ 28	
Sheet, English, Single, Double and Treble..... 7 @ 9	
Sheet, Am. Single Double and Treble..... @ --	
Rails, English..... (gold)..... per ton 55 @ --	
Rails, American..... 85 @ 90	
STEEL—DURY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. 18 1/2 @ 24	
English Spring..... (1st & 2d qty.)..... 11 1/2 @ 13	
English Blister..... (1st & 2d qty.)..... 12 @ 20	
English Machinery..... 14 @ 16	
German..... 15 1/2 @ 17 1/2	
American, Blister..... 11 1/2 @ 13 1/2	
American, Cast, Hammered..... 18 @ 22	
American, Cast, Rolled..... 13 @ 15	
American Spring..... 11 @ 12 1/2	
American Machinery..... 14 @ 15	
Milan (in bond)..... @ --	
COPPER—DURY: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. 43 @ 45	
Sheathing, Yellow..... @ 33	
Pig, Ohio..... @ --	
Bolts..... @ 45	
Braziers'..... @ 45	
American Ingot..... (cash)..... 52 @ 53 1/2	
LEAD—DURY: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @ --	
Spanish..... 7 @ 7 50	
German Refined..... 7 @ 7 50	
English..... 7 @ 7 50	
Box..... per lb. @ 11 50	
Pipe and Sheet..... @ 11 44	
TIN—DURY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banco..... per lb. 19 1/2 @ 20	
Straits..... 19 1/2 @ --	
English..... 18 1/2 @ 19	
Plates, Charcoal I. C..... per box 15 @ 16	
Plates, I. C. Coke..... 11 @ 13 50	
Terne, Coke..... 10 75 @ 11	
Terne, Charcoal..... 14 50 @ 14 75	
NAILS—DURY: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d @ 6d..... (cash)..... per 100 lb. 6 75 @ 7	
Clinch..... (cash)..... @ 8 50	
Copper..... @ 50	
Assable Horse, Norway Iron, Forged..... @ 25	
Zinc Nails..... (6 mos.)..... @ 20	
PETROLEUM—DURY: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity..... 24 @ 24 1/2	
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)..... 75 @ --	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)..... @ --	
Naphtha, Refined (90 @ 95 gravity)..... 40 @ 41	

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

Th 12 F. 13 Sat. 14 M. 15 Tu. 17 W. 18

Atlantic M. S. Co.	114	112	114	117	117	116 1/2
At. & Gt. W. (O) 1st m't.	---	---	---	---	---	---
Buffalo, N. Y. & E., 1M.	---	---	---	---	---	---
California 7s	114	---	---	---	---	---
Canton Co.	61	---	62	58	---	52
Central Am. Transit.	---	---	---	---	---	---
Chicago & Alton	101	---	---	102	103	---
" "pref.	---	---	---	124	---	---
" "1 M.	---	---	---	---	97 1/2	97
" "S. F.	---	---	---	---	---	---
" "Inc. b'ds	---	---	---	---	---	---
Chicago, Burl. & Q.	---	---	---	---	---	---
" "8 p.c.	---	---	---	107	---	---
Ohio & Northwest'n	34 1/2	34 1/2	35 1/2	37	35 1/2	37
" "pref.	63 1/2	63 1/2	63 1/2	66	64 1/2	65 1/2
" "1st M.	---	---	---	---	---	---
" "2d M.	---	---	---	---	---	---
" "S. F.	---	---	---	---	---	---
" "A. B.	---	---	---	---	---	---
" "I. B.	---	---	---	---	---	---
Chicago & Rock Isl.	90 1/2	90 1/2	97 1/2	97 1/2	97 1/2	97 1/2
" "1st M. '70	---	---	---	---	---	---
Olev., Col. and Cin.	117	117	118	118	---	---
Olev. and Pittsburgh	84 1/2	84 1/2	84 1/2	82 1/2	85	---
" "2 M.	92	---	---	---	---	---
" "3 M.	---	---	---	---	---	---
" "4 M.	75	---	---	---	---	---
Olev. and Toledo	110	109 1/2	110	111	110 1/2	111 1/2
" "S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref	46 1/2	46	46 1/2	46 1/2	46 1/2	46 1/2
Del. & Hudson Canal	---	---	---	---	148	150
Del., Lack. & West.	---	---	---	---	---	---
" "1M. S.p.c. '71-6	---	---	---	---	---	---
" "2M. S.p.c. '81	---	---	---	---	---	---
Erie	74 1/2	74 1/2	74 1/2	74 1/2	66 1/2	65 1/2
" "pref.	77	77	77	77	77	---
" "1 M. T.p.c. '67	---	---	---	---	---	---
" "2 M. T.p.c. '79	---	---	---	---	160	---
" "3 M. T.p.c. '83	---	---	---	---	---	90 1/2
" "4 M. T.p.c. '80	---	---	---	---	---	---
" "5 M. T.p.c. '88	---	---	---	---	---	---
Galena and Chicago	---	---	---	---	---	---
" "1M. T.p.c. '82	---	---	---	---	---	---
Hann. & St. Joseph	---	---	---	---	---	---
" "pref.	---	---	---	---	---	---
" "bonds	---	---	---	---	---	---
Hudson River	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
" "scrip	---	---	---	---	---	---
" "1M. T.p.c. '69-108	---	---	---	---	---	---
" "2M. S. F.	---	---	---	---	---	---
" "3M. T.p.c. '75	---	---	---	---	---	---
" "conv. bonds	---	---	---	---	---	---
Illinois Central	122 1/2	122 1/2	122 1/2	124 1/2	123	124
" "Can. b'ds.	---	---	---	---	---	---
" "bonds	---	---	---	---	---	---
Marietta & Cin. 1st pref.	44	44 1/2	44 1/2	44 1/2	44 1/2	44
" "2d	---	---	---	---	---	---
" "1st mort.	79 1/2	---	---	---	---	80
Marietta Mining Co.	11 1/2	---	11	---	---	---
Michigan Central	106	106 1/2	107	---	---	---
" "S.F. S.p.c. '82	110	---	---	---	---	111
" "conv. S.p.c. '69	---	---	---	---	---	---
M. S. and N. I.	81 1/2	81 1/2	81	82 1/2	83 1/2	---
" "guard	---	---	---	---	---	---
" "1M. S. F.	---	---	---	---	---	---
" "2 M.	92	---	---	---	---	95 1/2
Mil. and P. du Chien	---	---	---	---	---	---
" "1st pref.	85	---	---	---	---	---
" "2d pref.	85	85	---	---	---	---
" "1st M.	---	---	---	---	---	---
Minnesota Mining Co.	---	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---	---
" "L.G. bonds	60	---	---	---	---	60
Missouri 6s	79 1/2	79 1/2	79 1/2	---	---	---
" "iss. to H. & St. J. R.	---	---	---	---	---	---
" "Pacific	---	79 1/2	---	81	---	---
New York Central	99	99 1/2	100 1/2	101 1/2	102 1/2	---
" "Real Estate	---	---	---	---	---	---
" "7s, S. F. '76	---	---	---	---	---	---
" "7s, conv. '76	---	---	---	---	---	---
" "6s, S. F. '83. 93	---	---	---	93	---	---
" "6s, S. F. '87. 92	---	---	---	---	---	---
N. York & Harlem	---	---	---	---	---	---
" "pref.	---	---	---	---	---	---
" "1M. T.p.c. '75	---	---	---	---	---	101
" "2M. T.p.c. '64	---	---	---	---	---	---
" "3M. T.p.c. '61	---	---	---	---	---	---
North Carolina 6s.	85 1/2	86 1/2	85 1/2	---	---	85 1/2
Ohio & Miss. cor.	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
" "pref.	78	---	---	---	---	---
Pacific Mail S.S. Co.	---	---	---	---	---	---
Panama	---	---	---	---	---	187
Penn'a Coal Co.	107 1/2	109 1/2	111 1/2	110	110 1/2	110 1/2
Phila. and Reading	98 1/2	98 1/2	99 1/2	99	99 1/2	99 1/2
Pitts. Ft. W. & Chicago	98 1/2	98 1/2	98 1/2	99	99 1/2	99 1/2
" "1M.	101	---	---	---	---	---
" "2M.	90	---	---	90	---	---
" "3M.	90	---	---	---	---	---
Quicksilver Mining Co.	51 1/2	53	51 1/2	51 1/2	51	50 1/2
St. L., Alton & T. H.	---	34	36	---	---	---
" "pref.	---	---	---	---	---	---
" "1M.	---	---	---	---	---	---
" "2M. pref.	---	---	---	---	---	82 1/2
" "Inc. b'ds	---	---	---	75	---	---
Tennessee 6s. 1890	70 1/2	71 1/2	71 1/2	71	70 1/2	---
Tol. Wab. & Western.	39	37 1/2	---	---	---	---
" "Pref.	---	---	---	---	---	---
" "1M. ex.	---	---	---	---	---	---
" "2M.	75	---	76	---	---	---
" "Int. b'ds	---	---	---	---	---	---
Virginia 6s	---	---	67	67	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

Th. 12 F. 13 Sat. 14. M. 15. Tu. 17. W. 18

Federal Bonds:

U. S. 5s, 1871, reg.	100			
U. S. 5s, 1871, coup.				
U. S. 5s, 1874, reg.				
U. S. 5s, 1874, coup.	99	99		
U. S. 5s, 1885, coup.				
U. S. 5s, 10-40s, coup.	98½	98½	99	99
U. S. 5s, 10-40s, reg.				
U. S. 5s, 1881, reg.	109½	109½	109½	109½
U. S. 5s, 1881, coup.	109½	109½	109½	109½
U. S. 5s, '81, O. W. L. y.				
U. S. 5s, 1881, " 4y.				
U. S. 5s, 1887, reg.	129			
U. S. 5s, 1888, reg.				
U. S. 5s, 1888, coup.	124	124		
U. S. 5s, 1 year certif.				
U. S. 5s, 5-20s, c. 1882, 107x	107	106½	107½	107
U. S. 5s, 5-20s, c. 1884, 105½				
U. S. 5s, 5-20s, c. 1885, 105½	105½	105½	105½	105½
U. S. 5s, " reg.	104½			
130 Notes, 1st series, 103½	103½	103½	104½	103½
" " 2d series, 103½	103½	104	104½	104
" " 3d series, 103½	103½	103½	104½	104½
American Gold				

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 17.

W. 11. Th. 12. F. 13. Sat. 14. M. 15. Tu. 17

Cattawissa				
" preferred	36½	35½	35½	35½
Camden & Amboy	135½			
" " 6s, '67				
" " 6s, '70, 93				
" " 6s, '75				
" " 6s, '83	89		89	
" " 6s, '88				
" mort. 6s, '88, 94½	95		94½	
Che & Del. Canal 6s '88		91		
Del. Div. Canal				67
Elmira & W. mport.				
" " pref.				
" " 7s				
Lehigh Navigation	58	57½	57½	
" " 6s, '84, 86½	86½	86½		
Lehigh Valley R. R.	62½		62½	
" " 6s	92		92	
Little Schuylkill R. R.			38	
" " 7s			48	
Long Island				
" " 6s				
Minehill	55	54½	54½	
Morris Canal				90
" " pref.	121			
" " 6s '78		90		
North Pennsylvania		38	37	
" " 6s	88½	87½		
" " 10s				
Northern Central	44			
Pennsylvania R. R.	55½	55½	54½	55½
" " 1st m.				
" " 2d m.	95½			
Penn. State, 6s		92½	92½	
" " 6s, coupon				91
" " 6s, W. L.				
Philadelphia City, 6s	93	93½		94
" " new, 96½	97	96½	96½	97
" " munc. 97	96½	96½	97½	97
Philad. Germ. & Nor.				
Phila. & Reading	52½	53	53½	54½
" " 6s, '88				55
" " 6s, '70				96
Philadelphia & Erie	31½	31½	31½	31½
" " 6s				
Philad. & Sunbury, 7s				
Schuylkill Navigation				
" " pref. 35½	35½	35½		35½
" " 6s, '82, 80	79½	80		80½
" " 6s, '76				
" " 6s, '72				
Susq. Canal				15
" " 6s, '78	60½			
Union Canal, pref.			4½	4½
" " 6s, '83				
West Br. Canal 6s '78			87	
Wyoming Valley Canal		68	68	
" " bonds				
Houstonville, (Horse) 19½		19½	19½	18½
Chestnut & Wal.	67	68		
Green & Coates, "				
2d and 3d streets, "	70			
Spruce & Pine, "				

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 17.

W. 11. Th. 12. F. 13. Sat. 14. M. 15. Tu. 17

Baltimore City 6s, 1875				98½
" " 1886, 93				
" " 1870				
" " 1890, 100	100	100		100
Balt. and Ohio				
" " b'ds, '62				
" " " '67, 99				
" " " '75				
" " " '80				
" " " '85	96			97
Northern Central				
" " b'ds, '85, 86	85		85½	85½
" " " '86				
City Passenger R. R.				

Boston Stock Exchange.

Actual Sale Prices for the week ending July 18.

Th. 12 F. 13 Sat. 14. M. 15. Tu. 17. W. 18

Boston and Lowell			102½	
Boston and Maine				
Boston and Providence			136	
Boston and Worcester			128	
Cheshire, pref.			47½	
Concord	63			
Connecticut River				
Eastern, Mass.	105½		105½	105½
Eastern, N. H.				
Fitchburg	107½		107½	
Manchester & Lawt'co, 107½				
Michigan Central				105
Northern, N. H.	103		103	
Old Colony and Fall R.	103	103	103	
Ph., Wil. & Baltimore	56½	56½	57½	57½
Port'd, Saco & Ports.				
Vermont & Canada	93	93	93	93
Vermont & Mass.	46½	46½	46½	46½
Western				
Broadway (Horse)				
Cambridge				
Metropolitan			51½	
Middlesex				
Central Mining Co.				
Copper Falls			39	41
Franklin	41	41	41½	41
Huron				
Ile Royale				
National				
Minnesota			8	
Pewabic			35	
Pittsburg			48	
Quincy	46		45	
Rockland			5	

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of July.

United States 5-20 yrs., 1882, 6 per cent	66½ @ 67
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	38 @ 42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do., do., 2d mort., 1881	68 @ 70
Do., Pennsylvania, 1st mort., 1877	68 @ 72
Do., do., 2d mort., 1882	68 @ 70
Do., consolidated mortgage bonds, 1890	48 @ 50
Erie shares, \$100 (all paid), 8 p. c.	38 @ 38½
Do., convertible bonds, 6 p. c.	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do., 7 per cent, 1875	71 @ 73
Do., \$100 shares (all paid)	75½ @ 76½
Marietta and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central, \$100 shares	65 @ 70
Panama Railroad, 2d mort., 1872, 7 p. c.	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do., \$50 shares	38 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, July 21, 1866.

Stock Exchange and Money Market.

The Money Market has been working in favor of all strictly first-class borrowers, through the week. The drain of currency from the city, for use in the interior, to move produce to the seaboard and for other local purposes, has not been sufficient to make any noteworthy impression on the available supply of capital at this centre. Government is making liberal disbursements in currency in redemption of the outstanding one-year six per cent. Certificates of Indebtedness, and in liquidation of the July interest claims of the holders of the (third series) Seven Thirties. The outflow from the Treasury contributes to the ease of the market, and effectually prevents any stiffening of rates. Call loans are readily made at 4@5 per cent., and prime discounts at 5@6 per cent. per annum, with a very moderate inquiry for accommodation. The last weekly statement of the city banks shows an increase of \$2,586,418 in the specie reserve, \$1,598,601 in the loan item, \$1,390,432 in the deposits, and \$507,642 in circulation, with a decrease of \$3,999,661 in the legal tender reserve, which latter about represents the currency value of the increase in specie, and would

seem to indicate that the banks have been buyers of specie. Government disbursed through the Sub Treasury in this city last week, \$1,267,000 on the coin interest account, and received \$2,485,926 in the form of customs revenue. The customs revenue (in coin) at this port thus far in the current week has averaged over four hundred thousand dollars a day, or equal to a weekly aggregate of two and a half million dollars. The balance in the office to the credit of the Government on Wednesday morning stood as high as \$88,224,214. The total disbursements of the Treasury Department, on account of the principal executive branches of the Government, last week, were only \$1,118,638, including for War Department \$365,136; Navy, \$605,986; and Interior, \$147,516. The cash balance in the Treasury vaults at Washington at the close of the week was \$71,630,605, or \$47,507,975 less than a week before. Government received \$5,579,775 from internal revenue last week.

Gold has fluctuated with the variable tenor of the European news by each succeeding steamer. The extreme rates have been 153½ to 148½. On Wednesday it varied from 150½ to 149½ to 150½ to 149½, closing heavily, under the very latest accounts, by the *Africa*, reporting the conditional acceptance of an armistice by Prussia and Italy. The speculative element in the Gold Exchange is by no means strong at present. But for the temporary pause in the foreign demand for our Government securities, the *bulls* would have an uphill task, in their efforts at the inflation of the premium. The current specie exports are light, being confined to \$56,000 by the *Aleppo* from this port, on Wednesday and \$275,000 by the *Cuba* from Boston. Foreign Exchanges are quoted rather heavy, with a less urgent demand for even prime bankers' bills, which are quoted at 109@109¼ for London, and 5.17½@5.10 for Paris' sixty day drafts. Short sight drafts are marked at 110¼@110½ on London, and 5.10@5.07½ on Paris.

At the Stock Boards and in the street, Government securities of all issues and descriptions have been actively inquired for, chiefly for investment purposes, at advanced prices. Sixes of 1881 have been wanted at as much as 109¾@109½, ex July coupons; 5-20s of 1862 (the favorites of foreign buyers) have been sold up to 107½; 5-20s of 1865, up to 106½; 10-40s to 99½@99¼; Seven Thirties to 104½@104¾. Toward the close on Wednesday the demand became less active, and the market yielded a fraction right through the list, chiefly because of the temporary dullness, resulting, in no small degree, from the fierce heat of the weather, which has retarded business operations of all kinds. Yet, holders are confident of an early revival of the popular inquiry for national stocks, and are not eager to realize at prevailing rates.

In the railway and miscellaneous stock line, there has been a less active speculative movement, and considerable depression in prices. The *bull* clique in Erie shares closed out their interest at nearly the highest figures of the recent inflation, and the stock speedily ran down to 63¼@63½, rallying again to 66½. The break in Erie affected the whole market rather adversely. At the close, there was rather more firmness apparent, under a fresh investment demand.

Only one new national bank was established

last week, the Kittanning National Bank of Kittanning, Pa., with a capital of \$200,000, but without any circulation. This makes 1,654 banks now established under the national system, with a total circulation of \$284,566,675.

The Commissioner of Internal Revenue has decided that although the tax of 10 per cent imposed by the act of March 3, 1865, upon banks on the notes of State banking associations paid out by them after July 1, 1866, is not actually repealed until the act of July, 13th inst., takes effect on the 1st of August next, yet, as it was clearly the intention of Congress to postpone the tax until that time, and the act of 1865 does not provide specially for the manner of its payment, it will not be collected for the current month of July.

In response to a formal call for information, the Secretary of the Treasury has had the following statement of the amount of public funds in the various United States depositories on the 1st of May last prepared and furnished to the Committee on Banking and Currency: In the United States Treasury and Sub-Treasuries, \$193,827,578; in National Banks, \$46,765,590; total, \$240,593,169. Of the above there was to the credit of the United States Treasury, \$192,077,999; do. disbursing officers, \$48,515,170; total, \$240,593,169; distributed as follows: In the Treasury, &c., to the credit of the Treasurer, \$163,572,640; do. to credit of disbursing officers, \$30,254,931; total, \$193,827,578; in National banks to the credit of the Treasurer, \$28,505,352; in National banks to the credit of disbursing officers, \$18,260,239; total, \$46,765,591.

The long expected decision of Judge Nelson has been filed in respect to the taxation of stocks sold by bankers and brokers for their own account. The Judge holds, first, that persons doing business under a banker's license may transact the business of both banker and broker under it; that when purchases and sales of stock are made by a banker for his own account, he is not liable to pay a tax on such transactions; also that a banker may advance money on stocks and sell them to reimburse his advances, without being liable to the broker's tax. This decision attracts considerable attention, as it overrules the one lately made by the Revenue Department, and is of great importance to Wall street operators.

A Washington dispatch says it is stated at the Treasury that the actual reduction in the principal of the Public Debt in June was nearly \$20,000,000. During the same period about the same amount of Five Twenties were sold, and certificates of indebtedness to the amount of \$11,000,000 redeemed. The complete statement of the debt for the last fiscal year will not be ready before the 1st of August.

The exports of specie from the port of New York for the week ending July 14, 1866, were \$2,239,270; previously reported, \$47,123,868—total since January 1, 1866, \$49,363,138; against same in 1865, \$18,314,060; in 1864, \$30,056,429; in 1863, \$21,446,547; in 1862, \$33,048,327; in 1861, \$3,253,226; in 1860, \$24,482,517.

The following is a recapitulation of the returns to the Banking Committee from the Assistant Treasurers and Government depositories respecting the amount of public money on the 1st of May, 1866: Amount of coin on deposit, \$99,524,474. Amount of currency on deposit, \$94,317,

999; total, \$193,842,473; less overdrafts, \$14,895; balance, \$193,827,578; add amount in national banks, \$46,765,591; total, \$240,593,169. Amount to the credit of the Treasurer is as follows: With Assistant Treasurers, \$163,665,287; with national banks, \$28,505,352. Total, \$192,170,639. Amount to credit of disbursing officers is as follows: With Treasurer and Assistant Treasurers, \$30,254,931; with national banks, \$18,260,239. Total, \$48,515,170. Add amount to credit of Treasurer, \$192,170,639. Total, \$240,685,709. Less overdrafts, \$92,640. Total public money May 1, \$240,593,169.

It is thought in Wall street that the redemption of the outstanding U. S. certificates of indebtedness will be followed by the liquidation of the temporary loan.

All classes in business in this city earnestly expresses the hope, that the Bankrupt Bill, now reported to the Senate, may become a law. The great principle embodied in the House Bill has been preserved in the act amended by the Judiciary Committee of the Senate; and some of these amendments are not, we fear, for the better, but the bill is very much needed, and we hope will pass before the adjournment of Congress. Five of the seven members of the Judiciary Committee are in favor of the bill.

The New York exports, exclusive of specie, for the week ending July 17, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$4,063,538	\$4,076,857
Prev. reported	80,693,722	109,179,109
Since January 1.....	\$84,756,260	\$113,255,966

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$1,298,443	\$2,740,608
Gen. merchandise	1,466,349	3,759,747
Total for the week	\$2,764,792	\$6,500,355
Prev. reported	79,552,220	168,657,512
Since January 1.....	\$82,317,012	\$175,157,867

The balance in the Sub-Treasury on Wednesday was \$89,253,151 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1872, 97; do., 7s, Bounty Loan, 104 $\frac{3}{4}$; Tennessee 6s, new, 69 $\frac{3}{4}$; Minnesota 8s, 100; North Carolina new bonds, 68 $\frac{1}{2}$; Brooklyn 6s, Water Loan, 97; Milwaukee and St. Paul, 55; do., pref., 68 $\frac{1}{2}$; McGregor Western, 22; Chicago and N. W., consolidated bonds, 78; New Jersey Central R. R., 117; Catawissa, 79 $\frac{1}{4}$; New York and New Haven R. R., 112; Stonington, 110; Boston Water Power, Co., 32; Mariposa pref., 22; Spring Mt. Coal, 38; Ashburton Coal, 16; Wyoming Valley Coal, 40; American Coal, 61; Central Coal, 45; Western Union Tel., 54 $\frac{1}{2}$; do., Russian Extension, 107; Ocean Bank, 100; Bank of Commonwealth, 104; 4th National Bank, 103 $\frac{1}{4}$; Metropolitan Bank, 119 $\frac{1}{2}$; Am. Ex. Bank, 113 $\frac{1}{2}$; Central Bank, 111; Merchants Bank, 109; Bank of Commerce, 111; Bank of New York, 114; Corn Ex. Bank, 120; Bank of Republic, 112; 9th National Bank, 114; Continental Bank, 98; Mechanics Bank, 114; Importers' and Traders' Bank, 112.

Philadelphia.—Reading mort. 6s, 90; Belvidere Delaware bonds, 80; Huntingdon and Broad Top 2d mort., 80; Connecting R. R. bonds, 90; West Chester 7s, 95; Pittsburg 5s, 70 $\frac{1}{4}$; West Branch Canal, 30; Phila., Wil. and Balt., 56 $\frac{1}{2}$; 13th and 15th streets R. R., 22; St. Nicholas Coal, 2 $\frac{1}{4}$; N. Y. and Middle Coal Fields, 4 $\frac{1}{2}$; Hazleton Coal, 94; Fulton Coal, 6 $\frac{1}{4}$; New Creek Coal, $\frac{5}{8}$; Clinton Coal, $\frac{5}{8}$; Big Mt., 5; Commonwealth Bank, 53; Bank of North America, 225; Ocean Oil, 5 $\frac{1}{2}$; Maple Shade, 2 $\frac{3}{4}$; Keystone, $\frac{5}{8}$. The latest quotations are: City 6s, 94@94 $\frac{1}{2}$; do., new, 96 $\frac{1}{2}$ @97; State 5s, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do., coupon, 92 $\frac{1}{2}$ @94; do., 6s, W. L., 103@104; Phila., Wil. and Balt., 57 $\frac{1}{2}$; Reading, 56 $\frac{3}{4}$ @55 $\frac{1}{2}$; do., 6s, 1870, 95 $\frac{1}{2}$ @96; do., bonds, 90@90 $\frac{1}{2}$; do., con., 109@110; Camden and Amboy, 132 $\frac{3}{4}$ @133 $\frac{1}{4}$; Penn R. R., 55 $\frac{1}{2}$ @56; do., 1st mort., 99@100; do., 2d mort., 95 $\frac{1}{2}$ @96; Little Schuylkill R. R., 37@38; Morris Canal, 89 $\frac{1}{2}$ @90; do., pref., 120@124; do., bonds, 90@91; Wyoming Valley Canal, 68@68 $\frac{1}{2}$; do., 6s, 80@90; Susquehanna Canal, 15@15 $\frac{1}{2}$; do., 6s, 60@60 $\frac{1}{2}$; Sch. Nav., 27@27 $\frac{1}{4}$; do., pref., 35 $\frac{1}{2}$ @35 $\frac{1}{2}$; do., 6s, 1882, 80 $\frac{1}{2}$ @82; Union Canal bonds, 24@24 $\frac{1}{4}$; Delaware Div. Canal, 56 $\frac{1}{2}$ @57; do., bonds, 86@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 93@98; Lehigh Coal, and Navigation, 57 $\frac{1}{4}$ @58; do., bonds, 1884, 86 $\frac{1}{4}$ @87; North Pennsylvania, 37@38; do., 6s, 89 $\frac{1}{4}$ @89 $\frac{1}{4}$; Philadelphia and Erie, 31@31 $\frac{1}{4}$; do., 6s, 90 $\frac{1}{2}$ @92; Minehill, 54 $\frac{1}{2}$ @55; Catawissa, 38@38 $\frac{1}{2}$; do., pref., 36@36 $\frac{1}{2}$; Lehigh Valley, 62 $\frac{3}{4}$ @63; do., bonds, 92@92 $\frac{1}{4}$; Fifth and Sixth streets, (horse,) 42@50; Second and Third, 88@88 $\frac{1}{2}$; West Philadelphia, 70@71; Spruce and Pine, 38@40; Green and Coates, 30@30; Chestnut and Walnut, 53@55; Thirteenth and Fifteenth, 20@22; Girard College, 27@28; Tenth and Eleventh, 55@60; Norristown, 57@60; Union, 41@45; Hestonville, 18 $\frac{1}{2}$ @18 $\frac{3}{4}$.

Boston.—Vermont Central 1st mort., 115; do., 2d mort., 30; Vermont Central and Vermont and Canada 8s, 1876, 103 $\frac{1}{2}$; Rutland and Burlington 2d mort., 40; Boston, Hartford and Erie 7s, 48 $\frac{1}{4}$; Ogdensburg and Lake Champlain, 40 $\frac{1}{4}$; do., pref., 101 $\frac{1}{2}$; Union Railway, 93 $\frac{1}{4}$; Worcester and Nashua, 110 $\frac{1}{4}$; New Hampshire 6s, 1874, 98; Massachusetts 5s, 1894, gold, 97; Albany 6s, 1896, 96 $\frac{1}{2}$; Boston 5s, 1867, gold, 130; do., 6s, 1868, 130; Cambridge 5s, 1893, gold, 95; do., 6s, Water Loan, 98; Brunswick 6s, 1877, 90 $\frac{1}{4}$; Portland 6s, 1874, 94; Chicago 7s, sewerage, 96; Cary Imp. Co., 13 $\frac{1}{4}$; Boston Water Power, 32; Essex Co., 95 $\frac{1}{2}$; Short Mt. Coal, 22 $\frac{1}{2}$; Mammoth Vein Coal, 14 $\frac{1}{2}$; Coal Hill Lead, 52 $\frac{1}{2}$; Quartz Hill Gold, 4.10; Hope Gold, 2.62; Consolidated Gregory Gold, 19.65; Adams Express, 117; Bennehoff Run Oil, 8 $\frac{1}{4}$; Mass. and Oil Creek, 1.40; Indian Spring, 55c.; Oil Creek, 35c.; Pepper Well Pet., 2.90; Stewart's Run, 30c.; Everett, 6c.; New England, 8c.; Boston Gas, 752 $\frac{1}{2}$; East Boston Gas, 28 $\frac{1}{4}$; Suffolk Bank, 116; Old Boston Bank, 66; New England Bank, 124; Atlas Bank, 115 $\frac{1}{2}$; Blackstone Bank, 127 $\frac{1}{2}$; Merchants' Bank, 122 $\frac{1}{2}$; Market Bank, 112; 3d National Bank, 105 $\frac{1}{2}$; Maverick Bank, 102 $\frac{1}{2}$; Traders' Bank, 100 $\frac{1}{2}$; Massachusetts Bank, 116; Everett Bank 99 $\frac{1}{2}$; Eliot Bank, 121 $\frac{1}{2}$; Bay State Mining Co., 12 $\frac{1}{4}$; Calumet, 8 $\frac{1}{2}$; Dana, 2 $\frac{1}{4}$; Eagle River, 2 $\frac{1}{4}$; French Creek, 60c.; Hancock, 23; Humboldt, 4 $\frac{1}{4}$; Hanover, 2; Madison, 22 $\frac{1}{4}$;

Mesnard, 2; Petherick, 5½; South Side, 1¾; St. Clair, 4¾; Star, 1½.

Baltimore.—Orange and Alexandria R. R., 52¼; Marietta and Cincinnati bonds, 81; Central Ohio R. R., 22; Virginia 6s, registered, 41; do., coupons, 50; Maryland 6s, 1870, 100; Gardner Hill, 0.75; Bare Hill, 0.07; Mineral Hill, 0.70; Merchants' Bank, 107; Marine Bank, 31½; Western Bank, 26; Bank of Baltimore, 106; Citizens Bank, 14¾; Howard Bank, 11½. The latest quotations are: Balt. and Ohio, 111@111½; do., 6s, 1867, 98½@99; do., 1875, 94@95; do., 1880, 95½@96; do., 1885, 95@96; Northern Central, 44@44½; do., bonds, 1885, 85@85½; N. W. Va. 1st mort., 1873, 94@96; do., 2d mort., 90@95; do., 3d mort., 87@87½; Marietta and Cincinnati 7s, 1891, 79@81½; Central Ohio, 22@30; do., 1st mort., 82@90; Western Md. bonds, 75@80; do., guar., 97@97½; Maryland 6s, coupon, 1870, 99@101; do., Ins., 101@101½; do., 1890, 99@100; Baltimore 6s, 1870, 95@95½; do., 1873, 95@98; do., 1875, 98½@100; do., 1886, 98¼@99¼; do., 1890, 99¼@100; do., coupon, 100@100; do., Park, 99@99½; do., 1892, 98@95; do., 5s, 1838-70, 83@83; City Passenger R. R., 17½@18½; Canton Co., 59@61; Gardner, 0.30@0.35; Am. Gas Coal, 0.30@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.10@0.15; George's Creek, 99@104; Santa Clara, 8@9½; Balt. Chrome, 0.65@0.90; Bare Hill, 0.65@0.70; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

Change in our Foreign Trade.

Looking over the amounts of exports from the City of New York to foreign countries for the last six months, we notice a very considerable difference in the value of many articles shipped, as compared with those of preceding years. We discover quite a falling off in many of a very serious character, the reason of which is that the excessive increase of our currency has diminished its purchasing value. More of it is necessary than formerly to obtain the required articles; this makes the price in amount larger than ever before, and the consequence is the home market is better for sellers than the foreign, the price is enhanced without restriction, and it does not pay, therefore, to export to a cheaper market than our own. Prices have gone up on most all the necessities of life far beyond that of gold, so that the foreigner can send his cheap wares and cheap labor here, get high American prices for them, and converting his receipts into specie still have margin enough left for a very large profit. The great plenty of currency has made us liberal, if not improvident buyers. Everything that can be carried in a ship finds a ready sale here, no matter what it is, scrap iron or old clothes, lemonade or fire-crackers, all can be sold at a profit. Money is abundant, and we are not quite so scrupulous as to the means of getting it, if it is only got. On the other hand, some of our most valuable products are now scarcely of any importance in commerce. During the last six months, we exported of flour, 482,532 bbls.; wheat, 138,532 bushels. But in 1864 we exported all of 1,009,823 barrels of flour, and 6,821,943 bushels of wheat. In the year ending 1861, we exported 4,323,756 barrels of flour, and 31,238,057 bushels of wheat; not all from this port, but by far the greatest portion.

Of the article of candles, for which, however, we are substituting petroleum, we sent away the last six months 37,745 boxes; in 1864, 72,071 boxes; and in 1860, 4,569,259 lbs. Of hops we have exported 756 bales this year; in 1864 we sent away 15,175 bales, and in 1860, 8,835,837 lbs. Of pork our shipments have only been 51,743 barrels for the last half year; when in 1864 we sent off 82,135, and in 1860 disposed of 1,682 tierces, and 153,964 barrels. Of butter we shipped 1,037,409 lbs., but in 1864 sent away 5,815,113 lbs., and in 1860 15,531,381 lbs. Of lard we exported 14,766,130 lbs., in 1864, 32,993,544, and in 1860 47,729,297 lbs. Of tobacco we sold abroad the last six months 52,247 lbs., unmanufactured, and 1,917,647 lbs., manufactured, when in 1864 the amounts were reciprocally 51,075, and 2,058,318 lbs. In 1860 we exported 160,816 hhds., 18,815 cases, and 19,450 bales of unmanufactured leaf.

Of corn meal the last six months we sent away 71,002 bbls., in 1864, 64,029 barrels, and in 1860, 10,678,244 bushels. We might extend this list considerably to show the recent falling off in the export of our staples to a very serious degree. On the other hand, though the exports decrease in our staples, our imports are on the increase, a circumstance highly approved by the foreign merchant and manufacturer. The amount of books has doubled since 1864, when it was about \$100,000. The fact is that many American works in consequence of the dearth of paper and the rise in its price, are actually put to press in England, and then brought here for sale. The import of buttons has increased, since 1864, (when it amounted to \$112,213,) to \$294,820, although our country is full of the materials of which they are made, and our machines for making them are of the most ingenious description. The importation of segars is also rapidly on the increase, and as much as one dollar is asked for a segar in some of the shops; forty cents is a common price. The introduction of foreign cheese is largely on the increase for home consumption, notwithstanding the extent of our own production and the increase of our dairies. The import of leather is on the increase. We should have to go without shoes but for the foreign supply. The value of the skins received the last six months, was \$2,871,126, and in 1860 it was in all the United States but \$555,202 for the whole year. All our skill, all our patents, and all our ingenuity are unable to supply us with good leather. Of the staples, such as sugar, the receipts are very large, and on the increase. The late rebellion has deprived us of our domestic supplies from Louisiana. Wines still come in in great quantity, by millions of gallons and bottles, and at enormous prices, much of it adulterated, spurious and bad. The introduction of the California wines will probably have a great effect on the market ere long, as a regular system of producing, curing and selling them is now established, and we get a pure and cheap article free from duty, without the temptations to adulteration.

We might go through a list of 40 leading articles, which show an increased import into this country the last year, and which has been greater than usual. Prices keep up most astonishingly. Articles of necessity are even now 200 and 300 per cent. higher than during the war, and articles

of luxury are only in reach of the very prosperous. Fixed incomes and salaries are nowhere in these times, and no one can tell how or when this is to change. Those persons accustomed to realize certain prices and large profits have no idea of reducing them, and the change is a slow one. We must remember, too, that the great influx of gold as well as paper is changing all our experience of values. We who have known New York for a few years back, see a wonderful difference going on in everything. What would have been very excellent a short time ago, is now of little worth. The new houses are palatial, and so is the modern furniture inside of them. The prices of food and of clothing have gone up higher than ever before, rents have advanced enormously, and labor was never so dear. In the meantime expenditure is on the increase, and what was a competence once is now scarce a support.

We attribute our difficulties to the necessity of paper money; which, when it is abundant, gives the appearance of prosperity and affects the conduct and calculations of people most injuriously. There are those who contend that this will all correct itself. We should like to know how. Keep up the evil and the evil will remain. We see a plain fact that by law money in paper 80 per cent. below the professed value is used in business as if it were worth its face, and is by law passed off at more than its value in payment of debts. The people knowing this make up the difference by all sorts of shifts and subterfuges, prices advance, labor becoming scarce or unfashionable dictate its own terms for the service it renders, and the whole country is afloat without standard, or rule, or certainty. If a man acquires property, he does not know what will become of it or what will be its final value. Meantime, the imports go on in a large and increasing scale, and though fortunately for some years back the balance of trade has been in our favor, yet the enormous wealth of the country, the large prizes in the lottery of life some operators are continually drawing around us, tend very much to unsettle those fixed rules and principles without which neither public nor private affairs are finally successful.

Enormous increasing imports and diminishing production and exports will in the end absorb all the cash and credit of the nation, that is if we continue to buy and use our credit instead of money in the purchase, and if we continue to deal in a false money by which we obscure real values, and in which we have no standard, but such as the speculative demands and opinions of the hour may create. When a dollar may be worth 100 cents one day, and but 30 the next, it is apparent that no man can tell what he is worth or what he is toiling for.

Mr. E. W. Brown has been appointed Treasurer of the Erie Railway, to fill the vacancy occasioned by the resignation of Mr. John Hilton, promoted to the auditorship of the company.

R. E. Ricker, Superintendent of the Terre Haute and Indianapolis Railroad, has been tendered and accepted the General Superintendency of the Pennsylvania Railroad.

Walter S. Gurnee, Esq., of New York, has been unanimously elected Vice President of the Milwaukee and St. Paul and Milwaukee and Prairie du Chien Railway Companies.

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburgh railroad for the month of June, 1866, were:

from freight	\$130,190 93
" passengers	58,889 92
" miscellaneous	4,500 00
" military	1,567 10
	\$195,137 95

June, 1865:

Freight, passengers, etc..	\$200,391 28
Military	45,235 37

245,626 65

Decrease

Decrease in regular traffic

The earnings of the Housatonic Railroad for

the month of June, 1866, were

same time in 1865

Increase

The earnings of the Ohio and Mississippi Rail-

road line, from Cincinnati to St. Louis, for June

were:

1866. 1865.

Eastern Division.....\$149,307 66 \$179,024 20

Western Division..... 104,616 92 125,488 73

Total.....\$253,924 58 \$394,462 93

Decrease

Comparative earnings from January 1, to June

0, inclusive:

1866. 1865.

Eastern Division.....\$972,767 02 \$987,359 54

Western Division..... 681,598 71 691,823 49

Total.....\$1,654,365 73 \$1,679,183 03

Decrease

The receipts of the European and North Amer-

ican Railway, for the month of June, 1866, were

\$11,914 25, and for the corresponding period the

previous year \$11,182 01, being an increase of

\$ 732 24.

Erie Railway.

The earnings of the Erie Railway and Buffalo

Division for the month of June, 1866, were:

Erie Railway.....\$1,146,089 84

Buffalo Division.... 97,103 02—\$1,243,142 86

June, 1865—

Erie Railway.....\$1,177,371 57

Buffalo Division.... 74,998 25— 1,252,369 82

Decrease on Erie Railway and Buf-

falo Division..... \$9,226 96

The earnings of the Erie Railway (including

the Buffalo Division) for the first six months of

the fiscal years 1865 and 1866, have been as fol-

lows:

1865. 1866.

January...\$1,070,890 \$1,187,188 Inc. \$116,298

February... 1,011,735 983,855 Dec. 27,880

March 1,331,124 1,070,434 Dec. 260,690

April 1,538,313 1,153,295 Dec. 385,018

May 1,425,120 1,101,668 Dec. 323,452

June 1,252,370 1,243,143 Dec. 9,227

Total decrease

\$889,969

Alexandria and Fredericksburg Railroad.

At a meeting of the directors held at Alexan-

dria on the 11th inst., D. C. McCallum was chosen

President, R. W. Latham, Vice President, Robert

Turner, Treasurer, and Reuben Johnson, Secre-

tary. The entire construction and equipment of

the road was contracted for by Bodfish, Mills &

Childs, of New York, who deposited the required

guaranty for the faithful performance of their

engagement. The work will be commenced early

in August, perhaps in the current month.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of

Canada, for the week ending July 13th, 1866,

were

Corresponding week of 1865

Increase.....

The earnings of the Grand Trunk Railway of

Canada for the week ending July 7th, 1866,

were

Corresponding week of previous year..

Increase.....

The earnings of the Marietta and Cincinnati

Railroad the 1st week in July, 1866

Corresponding week previous year....

Decrease

The earnings of the Western Union Railroad

for the week ending July 7, 1866

Corresponding week previous year....

Increase.....

The earnings of the Chicago and Great Eastern

Railroad for 1st week in July were

Same period last year.....

Increase in 1866

The earnings of the Michigan Central Railroad

for the 1st week in July, 1866, were....

Corresponding week of previous year..

Decrease

The earnings of the Chicago and Northwestern

Railroad for the first week in July, 1866

were

Corresponding week of previous year..

Increase.....

Journal of Railroad Law.

COMMON CARRIERS.—DEVIATION FROM INSTRUCTIONS OF SHIPPER.

The case of Dwight Johnson against The New York Central Railroad Co. respondent, lately decided by the Court of Appeals of this State decides that a carrier in forwarding goods beyond the terminus of his own route, is bound by the instructions of the owner. Also that it is his right and his duty, in an unforeseen exigency, when the safety of the goods required it, and the consent of the owner may fairly be presumed, to deviate from the letter of his instructions and notify him of such deviation; but when the deviation is unnecessary, and for the mere convenience of the carrier, he assumes the risk of consequent injury, and remains responsible as an insurer. The primary duty of an agent is to observe the instructions of his principal; and when he disregards them, he voluntarily assumes a responsibility by which he must be content to abide. The action was for the value of ninety one bales of tow, addressed to E. Ludlow, Jr., at New York, and delivered by the plaintiff's firm to the defendant at Little Falls, to be transported to Albany and to be forwarded thence by the People's Line of Steamboats to New York. The tow was received by the defendant on the 29th of November, 1854, and on the arrival of the property at Albany, it was offered to the proprietors of the People's line, who declined to receive it, on the ground that they were prohibited by act of Congress from transporting freight of that description. The tow was then shipped by the defendant on the "E. Corning," a freight barge in good condition, running in the Albany and New York line, which

was accustomed to convey freight of this description. The barge left for New York on the 1st or 2d of December, and was the last boat in the line that went down the river that fall, that being the close of navigation for the season. On the passage to New York the tow was lost with the barge.

The cause was tried before Judge Pratt, and the plaintiff recovered; but the judgment was reversed at the General Term, which held that upon the foregoing facts the defendant was not liable for the loss.

On the last trial before Judge Hubbard, further evidence was given tending to support the allegation made in the complaint, and denied in the answer, that the defendant was directed when the property was received to forward it only by the People's Line of steamboats.

On the first trial the plaintiff rested his case, in this respect, on the note made by the defendant at the foot of the entry in the way-bill book, "To People's Line;" but on the last trial it was proved that when the tow was taken to the defendant, the plaintiff asked Mr. Priest, the freight agent of the company, with whom the contract was made, whether the company could forward the tow in question by the People's Line, who replied that it could, but it would cost more than it would to send it by tow boats. The plaintiff told him that it was so late in the season, that unless the defendant could forward it by the People's Line, he did not then wish to send it, and that he did not care about the extra expense. Priest thereupon received the goods to be forwarded in that mode. This evidence was undisputed. It was also proved that there was daily communication by mail and by telegraph between Albany and Little Falls.

The plaintiff claimed that under these circumstances, the forwarding of the flax by a tow boat, without notice to the owner, was a breach of duty, and that the defendant assumed the risk by disregarding the instruction. The judge held otherwise and granted a non-suit, which was sustained at the General Term.

The following opinion of the Court was delivered by

PORTER, J.—The defendant undertook to transport the flax to Albany, and to forward it thence to New York by the People's Line of Steamboats. On the refusal of that line to receive it, the defendant's obligation as a carrier ceased; and if it incurred any further liability, it was in the character of agent for the owner of the property. In the absence of instructions as to the mode of transportation from Albany, it owed no duty to the plaintiff, beyond the delivery of the property, in the usual course of business, to safe and responsible carriers for transmission to its destination. *Brown vs. Dennison*, 2 Wend., 593. *Van Sanford vs. St. John*, 6 Hill, 157.) But when the forwarding agent is instructed as to the wishes of his principal, and elects to disregard them, he is guilty of a plain breach of duty. When he sends goods in a mode prohibited by the owner, he does it at his own risk, and incurs the liability of an insurer. (*Ackley vs. Kellogg*, 8 Cow. 225.)

It appears in the present case, that the contract was made with the freight agent of the defendant, who suggested that it would be better to forward the hemp by tow boat from Albany; but the plaintiff replied in substance, that it was so late in the season that he would not send it, unless it

could go by the People's Line. This proof tends to show that the defendant received the property, with an express understanding that the hemp was not to be forwarded to New York unless by the People's Line. If this was so, the defendant was clearly liable. On the refusal of the steamboat proprietors to receive the property, the company should have either communicated the fact to the plaintiff, and awaited further instructions, or it should have relieved itself from liability by depositing the hemp for safe keeping in a suitable warehouse. (*Forsyth vs. Walker*, 9 Barr, 148; *Goold vs. Chapin*, 20 N. Y., 259; *Fisk vs. Newton*, 1 Denio, 451.)

There is a class of cases in which the agent is justified, by an unexpected emergency, in deviating from his instructions, where the safety of the property requires it. In this instance no such emergency arose. The only inconvenience which would have resulted to the owner, from compliance by the carrier with his own wishes, would have been mere delay in transmitting the hemp to market; and he had notified the company that he would rather submit to this delay, than to the hazard of tow-boat transportation at the close of the season of navigation. The primary duty of the agent is to observe the instructions of his principal, and when he departs from these, he must be content with the voluntary risk he assumes. (1 Pars. on Cont., 69; *Forrester vs. Boardman*, 1 Story, 43; *Ackley vs. Kellogg*, 8 Cow., 223.)

The evidence would have authorized the jury to find that there was a breach of duty by the defendant, and the non-suit was therefore erroneous. The judgment should be reversed, and a new trial should be ordered with costs to abide the event.

All the judges concurred in the foregoing opinion, except Brown and Campbell, J. J., who dissented.

Judgment reversed, and new trial ordered.

Debt of North Carolina.

The North Carolina State Convention has adopted an ordinance, making provision for cancelling a portion of the State debt, by exchanging the stocks of railroad companies held by the State in a manner satisfactory to the public creditors. It is entitled an "Ordinance for exchanging the stocks of the State for bonds issued before the year 1861," and was ratified in Convention on the 25th of June, 1866:

Whereas the destruction and depreciation of valuable property in North Carolina, arising out of the late unhappy war, has greatly increased the proportion borne by the public debt to the means which the State possesses for its payment; and whereas the people of North Carolina are solicitous fully to discharge their just obligations at the earliest possible moment, in any manner that shall be acceptable to their creditors; whereas, further, the stocks, liens, and other claims upon the railroad companies and other corporations are proceeds of the bonds of the State, issued in great part before the twentieth day of May, in the year one thousand eight hundred and sixty-one, and now outstanding; and whereas due regard being had as well to economy and other grave public interests as to the rights of public creditors, it were good policy to exchange for the principal of such bonds the stocks and other property above mentioned, if such exchange can be made at par;

Sec. 1. Be it ordained by the delegates of the people of North Carolina, in convention assembled,

That the Public Treasurer shall advertise in such newspapers as he may select, and invite proposals for an exchange of the principal of any bonds issued by the State prior to the twentieth day of May, one thousand eight hundred and sixty-one, for certificates of stock and other interests held by the State in various corporations; such bids shall be opened by the Treasurer upon some day (of which he shall give due notice to them) in the presence of the Governor of the State and the Comptroller of public accounts, and it shall be his duty to accept those terms which may be most advantageous for the State. Provided, That in no event shall any of the said stocks or other property be exchanged for less than their par value; and any premiums which may be obtained upon such exchange shall be applied either to the extinguishment of coupons or other interest (if any) due upon the particular bonds accepted in exchange, or to a further discharge of the principal due upon other such bonds, or interest, it may be, as an alternative, at the discretion of the Treasurer, be paid in currency into the Treasury and charged to the public fund.

SEC. 2. As soon as may be practicable after the acceptance of any bid, the Public Treasurer shall receive the bonds offered in exchange, and in the presence of the Governor and Comptroller shall cancel the same; it shall also be his duty to transfer the stocks and execute such conveyance of the other interests hereinbefore mentioned as shall be deemed necessary; such conveyances to be in a form approved of by the Governor and the Attorney General: Provided, however, that the interest to be acquired by any such purchaser or assignee of any stock now held by the State shall not be other than that of the holders of a like amount in the general stock of the several and respective corporations in which the State may be a corporation.

SEC. 3. It shall be the duty of the Comptroller to take a minute of what may be done by the Public Treasurer in the premises, and to make therefrom such entries in the books of his office as may secure a just accountability on the part of the Treasurer because of the transactions hereinbefore mentioned.

SEC. 4. The Public Treasurer shall make special reports upon the subject of this ordinance to the General Assembly at every session, and this ordinance shall be subject to repeal or modification by the General Assembly.

Montreal and Champlain Railway.

The adjourned general annual meeting of this company was held in Montreal on the 12th May. Hon. James Ferrier, President, occupied the chair.

The report issued by the directors to the proprietors was read and adopted on a division, after further information and explanations were given by the President and Mr. Byrdges in regard to the company's affairs.

The auditors and directors were unanimously re-elected.

In the report the directors state that considerable additions and improvements have been made to the roadway and to the rolling-stock, and both are now in a much better condition than they have been for several years past. Considerable outlay still requires to be made upon the main line, between St. Lambert and Rouse's Point, especially for new iron. Some of the bridges also want repairing. The one-fifteenth of the joint earnings of the Grand Trunk and Champlain lines have amounted for the year 1865 to less than the minimum of \$100,000 a year, which, under the agreement with the Grand Trunk Company, has to be paid for three years ending 31st December, 1866. The Grand Trunk Company have consequently paid the sum of \$100,000 for the past year, out of which the interest upon the bonds and preference stocks has been paid and the balance carried to

the sinking fund to redeem the preference shares. That fund now amounts to \$12,586 83.

The revenue account for the year showed the following as the mode of distributing the \$100,000: To interest on notes, incidental expenses, &c., \$2,405 98; interest on bonds (one year), \$50,567 10; preferred stock dividends (one year), \$40,460; sundry amounts in settlement of old accounts chargeable to revenue, \$4,114 92; interest on sinking fund, \$773 27; balance to sinking fund, \$1,678 73—total, \$100,000.

The School of Mines Columbia College.

The school was opened Nov. 15, 1864, with laboratory accommodations for twelve pupils. Twenty-five pupils applied the first day, and the number increased in a few weeks to forty-eight. At the close of the first year a large five story building on the college grounds was placed at the disposal of the faculty, and laboratories, drawing room, etc., were arranged for seventy-two pupils; more than one hundred, however, availed themselves of the privileges of the school. At the close of the second year the trustees of the college, after listening to the able and elaborate report of President Barnard, voted thirty-five thousand dollars to erect and equip an additional building. Mechanics are now busily at work, and by the 1st of October, when the third year opens, there will be accommodations for one hundred and fifty students.

The buildings will then contain a large mineralogical hall, a large geological hall, a drawing academy, assay laboratory with furnaces, etc., sufficient to enable fifty pupils to make assays at the same time, two qualitative laboratories, a quantitative laboratory, library and reading room, lecture rooms, etc.

Kent County Railroad.

We learn from the *Cecil Whig*, that a meeting of citizens friendly to the construction of this road was held at Warwick on the 9th inst., for the purpose of comparing views, taking stock, and devising the most practicable railroad route best suited to the interest of the people. All present seemed fully alive to the importance of the occasion, and the sum of \$10,000 was subscribed. Resolutions were adopted by the meeting recommending the location of a route from Middletown, Del., to the head of Sassafra, in Maryland, and a committee appointed to superintend the survey. A finance committee was also appointed to canvass the district for subscriptions to the capital stock of the company.

☞ All the stock of the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad Connection Company having been taken, a meeting was held at Richmond on the 13th inst., for the purpose of organizing and electing officers. The following gentlemen were chosen directors, viz: P. V. Daniel, Jr., Charles Ellis, Gustavus A. Myers, Thomas H. Wynne and W. W. Crump. William H. Lyons was elected President, and James B. Winston, Secretary and Treasurer. E. D. T. Myers was appointed Engineer. The work of constructing the connection between the roads will be commenced at once.

☞ The work of laying a horse car passenger railroad in Camden, N.J., from Cooper's to Kaighn's Point, it is understood, will commence during the present summer.

Railroads in South America.

There are six railroads in Brazil, four in Chili, four in the Argentine Confederation, and one each in Peru, New Grenada and Venezuela. The two most extensive railroads in Brazil are the Pedro II Railway and the San Paulo. The former, now eighty miles long, is pushing from Rio into the interior, under the auspices of the Imperial Government, with Mr. Wm. Ellison of Massachusetts as Engineer-in-Chief; while the latter, though built by an English company, has been mostly laid out by engineers from the Province of New Brunswick. Chili has the greater number of miles of railway of any South American Government, and was the first to complete an iron road of any extent. The progress of Chili in this respect is owing to the energy and indomitable perseverance of one man, William Wheelwright, Esq., of Newburyport. This gentleman has with in the past three years transferred his efforts to the Argentine Confederation. Although between sixty and seventy years of age, he has undertaken to build a railway 250 miles long through the fertile region extending from Rosario, on the River Plate, (240 miles from the city of Buenos Ayres,) to the city of Cordova. In May, 1863, the first sod was turned, and on the first of May, 1866, eighty miles of this magnificent undertaking was inaugurated for travel and traffic in the presence of astonished multitudes of dwellers on the rich Pampas. A Buenos Ayrean journal, in conveying deserved compliments to Mr. W., does not over-estimate the importance of this vast enterprise when it says: "Since our Independence no event of greater or more lasting importance has taken place in these provinces than this triumph of Wheelwright. Of the thousands who assisted in 1863, at the turning of the first sod, scarcely a dozen believed that the road would be carried out—so many difficulties were in the way, and so many political troubles obscured the horizon at every point—yet the indomitable perseverance of Mr. Wheelwright has been the magician's wand brought to bear against the Pampas."

☞ The Allentown (Pa.) News, of 11th July, says that William Call, of Reading, contractor, has commenced work on the new railroad from Topton to Port Clinton, being a link in the Atlantic and Great Western through line from New York to the West, under the agreement between the Atlantic and Great Western, the Philadelphia and Reading, and the East Pennsylvania roads, which contract has just been decided valid by the Supreme Court of Pennsylvania.

☞ A Leavenworth dispatch says great satisfaction is expressed in Kansas over the passage and signing by the President of the bill allowing the Kansas branch of the Pacific Railroad to go up the Smoky Hill Valley. This gives the State 470 miles of continuous railway.

☞ A great Southern Telegraph Company is being formed at Louisville, with a capital of a million dollars, Kirby Smith is President, with his headquarters in Louisville, and Don Carlos Buell, Vice President. More than half the stock is already subscribed.

☞ The Danville (Va.) Times says that Pittsylvania has subscribed \$100,000 to the Lynchburg and Danville Railroad.

The Chicago Stockyards.

The Union Stockyards of Chicago, according to a statement of the President of the association, consist of 345 acres, of which 70 acres are covered with plank and the block pavement. The company own 18½ miles of railroad track, connecting with all the railroads entering into Chicago. There are 28 miles of drainage. Nineteen millions of feet of lumber have been used in construction in the premises. There are 1,043 pens, with a capacity for 14,000 head of cattle and 50,000 hogs.

Two and a half miles of shed are built over the pens, and seven and a quarter miles of feed-troughs. There are large barns and cribs, holding 8,000 bales of hay, and 40,000 bushels of corn. In the yards, 1,910 gates cross the many alleys; 215,000 gallons of water are consumed daily, being obtained by damming the south branch of the Chicago River at a point where "pure country" water is not contaminated by filth and sewerage. It is raised by steam and distributed through five and a quarter miles of pipes into two and a half miles of water tanks.

The whole outlay has been \$1,500,000. The work was commenced June 30, 1865, and the yards opened six months later on Christmas day.

The operations since then are shown by the following receipts of live stock, a period of six months:

Cattle.....	200,000
Hogs.....	470,000
Sheep.....	104,000
Horses and mules.....	700

A total of 774,700 head, valued at \$25,000,000, the freight charges on which have amounted to over \$1,500,000.

☞ At a special meeting of the Western Railroad Corporation, held in Boston on the 18th inst., the act passed by the last Legislature increasing the capital stock \$3,800,000, was accepted, and authority given to the directors to issue stock from time to time in such amounts as they deem necessary. The capital stock of the corporation, when all paid in, will amount to \$10,000,000.

☞ The Commissioners of the Ohio State Sinking Fund have completed their labors in New York. They have paid out interest money to the amount of \$326,937, and have redeemed a portion of the State debt to the amount of \$555,768.

☞ At a railroad meeting at Council Bluffs, Iowa, the citizens voted to accept a proposition from the Chicago and Northwestern Railroad Company, to extend their line to that city, and the amount of money asked for was subscribed on the spot.

☞ I. D. Jones, S. S. Costen, Geo. R. Dennis Hurnell Toadvine, Cathell Humphreys, H. H. Dashiell, and Samuel Harlan, of Wilmington, Delaware, have been elected directors of the Eastern Shore (Md.) Railroad.

☞ The Wabash and Erie Canal is to be re-opened from Terre Haute to the Ohio State line this season, and throughout its whole line at as early a date as possible.

☞ It is proposed to extend the Girard and Mobile Railroad from Union Spring to Troy, and thence to Greenville, Ala. John F. Milner offers to complete the whole for \$3,500,000.

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E. D. WORCESTER, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, July 17, 1866.

At a Meeting of the Board of Directors of this Company, held this day, it was
Resolved, That a Dividend of Five Per Cent. in cash, free of Government tax, be paid on the first day of August next, to the holders of the full-paid shares registered on the 20th day of July, instant; and that the transfer books be closed on the said 20th day of July and opened on the said day of August.

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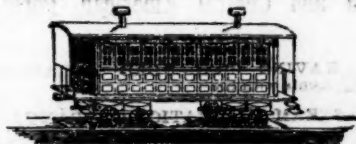
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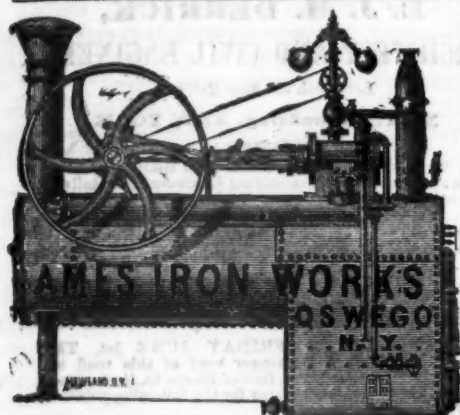
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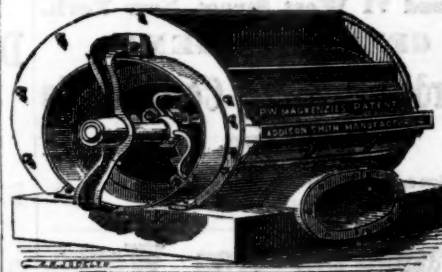
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H. P. BALDWIN, General Ticket-Agent.
New York, September 16, 1865.